PACIFIC FISHERMAN

August 1961

59(9)

BRISTOL BAY
Red Pack Tops 1960 . . . p. 7

NEW TUNA PLANT
Opens at San Diego . . p. 12

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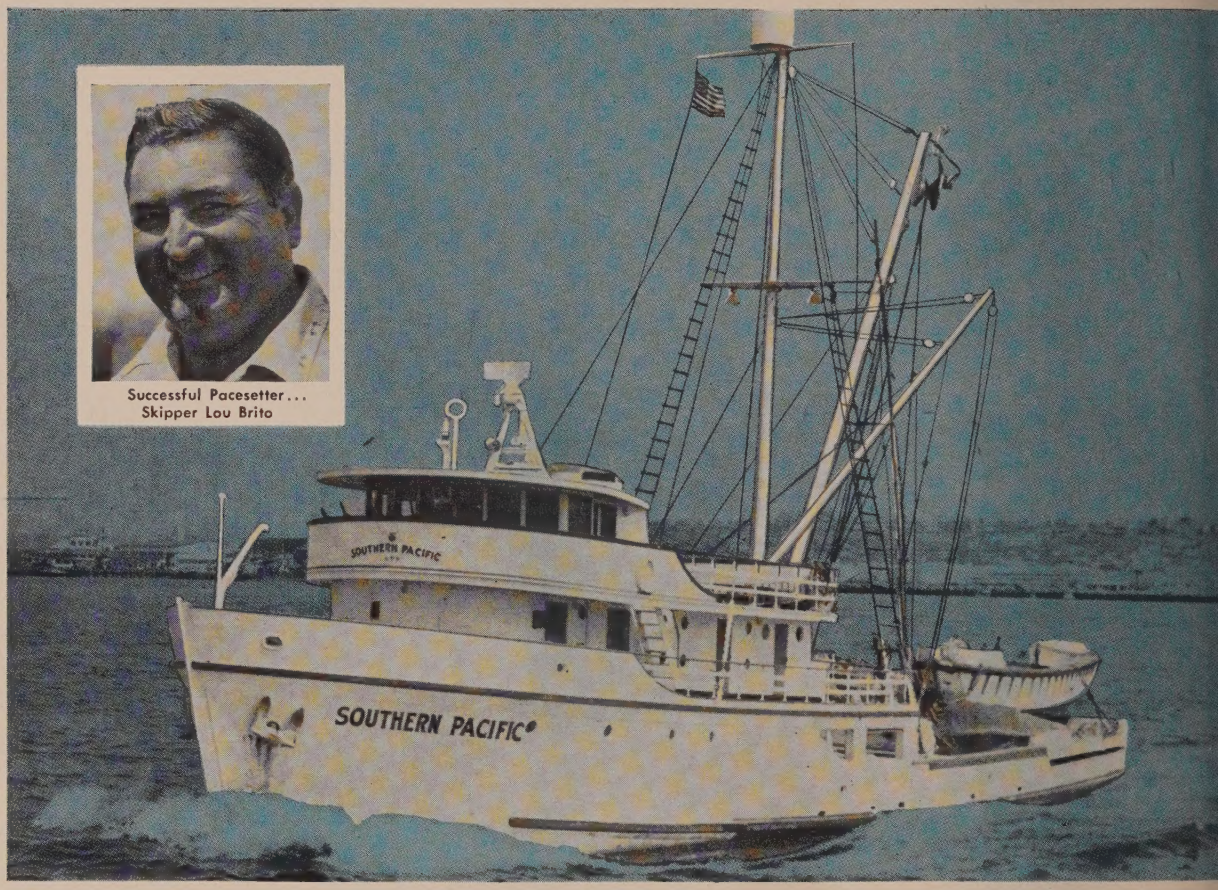
MEN and FISH—

Two San Franciscans round-out 27 hours of continuous fishing with another 700 Red salmon. They are **Salvatore Tarantino,** right, and **M. J. Friedman,** fishing **CWF 60** on the Egegik, which this year produced 2,384,000 Red salmon.

TWO FIRSTS FOR LOU BRITO

in tuna purse seining...with LTCo NYLON NETTING



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Skipper Lou Brito

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Lou Brito pioneered tuna seining when he converted the 125-foot *Southern Pacific* (shown) from pole fishing to purse seining. Linen Thread netting is still in use. "More dependable," reports Captain Brito.

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REPORTS TWO SPECIAL ECONOMIES

Captain Brito also emphasized two special money-saving advantages he obtained with Linen Thread netting. One was the Netset treatment: "With it, you can fish more than a year before retreating. Netset is not a hot treatment; there is no injury to the netting in any way." In addition, he reported savings in construction: "Because the way the meshes work, I get more depth out of one strip."

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FIC FISHERMAN (with which is combined merican Fisherman). Published monthly ex-anuary when publication is semi-monthly, by Freeman Publications, at 731 S.W. Oak St., nd 5, Ore. Entered as second class matter postoffice at Portland, Ore., under Act of 3, 1879.

CRIPTION RATES: U. S., Canada, & Latin ca, one year—$3, two years—$5, three -$7. Other countries: one year—$4. Single 50c, except Yearbook Number, $1.

GE OF ADDRESS—Send subscription orders change of address to Subscription Depart- PACIFIC FISHERMAN, 500 Howard St., rancisco 5, Calif. Include both old and new sses and zone number.

RTISING: Complete plates only should be to PACIFIC FISHERMAN, 235 N.W. Park Portland 9, Ore. . . . Advertising copy and instructions and insertion orders should be o the San Francisco office.

MASTER—Send Notice, 3579 to 500 Howard an Francisco 5, Calif.

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Our Fifty-Ninth Year— AUGUST, 1961
Vol. 59 No. 9

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1961 Salmon Sweepstakes Exciting in the Stretch

● August opened with salmon canning crackling with excitement in some areas; and disappointing in others.

July 31 was quite a day.

Pinks appeared in encouraging numbers in the Ketchikan area, previously a desert, where canneries had subsisted on fish brought down from productive Icy Strait. Would the southern run hold-up, and grow?

● Sockeye catches of Canadians and Americans fishing the Fraser run exceeded 1 million fish for each nation that same July 31, and then the powerful fleets ran head-on into a week-long closure designed to provide spawning escapement for the Quesnel and Lake Stuart races, mainstay of the 1913-1961 cycle.

Fraser Sockeye catch was ahead of forecast, but the escapement behind. In some categories the fleets were double those which fished the cycle in 1957. The gillnets in particular were deadly as well as numerous.

● In the straits the Canadians fished an average of 100 seines and 250 gillnets, vs. 56 and 112 in 1957. In the U.S. fleet the seiners were 50 above 1957 numbers; and the same number of gillnetters were making twice the catch they did in the cycle year. Why? The Sockeyes were large, averaging 6 lbs., and many of the nets were 120 meshes deep, twice as deep as formerly.

To get escapement, the International Salmon Commission called for an extension of August's first closed period to give a full week for unimpeded escapement sufficient to maintain the up-building of the great Quesnel-Stuart races.

Sockeye catch of about 2 million for each fleet was still expected at presstime.

● Pinks appeared in boundary waters in July, big 6-lb. fish bound through treaty waters for Washington and British Columbia streams outside the convention area. The Frazer Pinks, which comprise the major portion of the resource, had not appeared at presstime. When they do, spawning escapement again will be paramount.

● British Columbia was quite good all along the line, with the northern areas in particular delivering at levels substantially above the cycle year, and far above last season's disastrous levels.

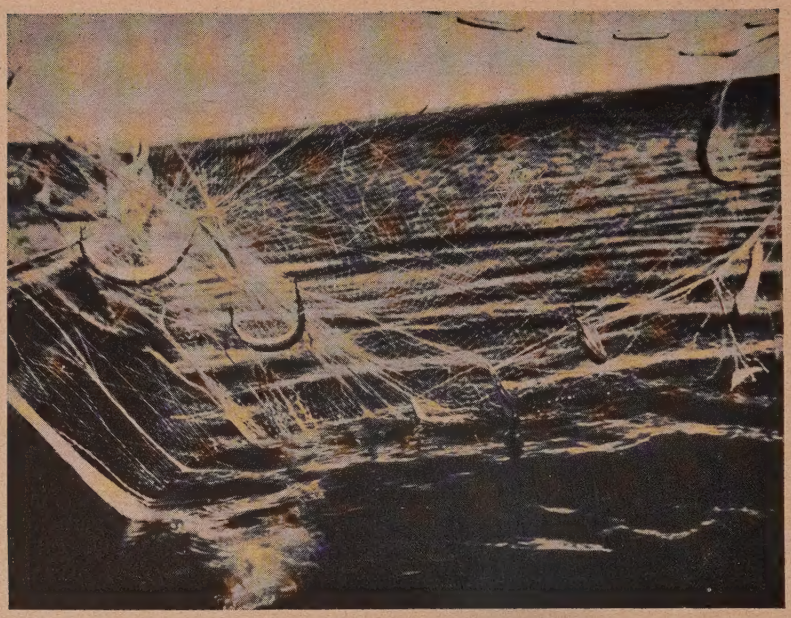
● Bristol Bay, then finished, ended up with a regional total of more than 1 million cases; and more than 1 million Reds, if you add-in the 23,134 cases packed on the north side of the peninsula, outside the bay proper. Western Alaska's total will check-out right around 1.1 million cases, almost 100,000 cases above last year, with a gain in Reds and decline in Chums.

● Cook Inlet was good, and particularly strong in Reds; but Chignik and Kodiak Island were disappointing, although this was the slack side of the cycle for the island area.

● Prince William Sound came through with a surprise, the eastern and southeastern districts having a surprisingly heavy early escapement, with an excess of Pinks estimated at 500,000. This led to an emergency opening designed to permit harvesting this surplus above spawning needs.

● At the time the Ketchikan district had its pick-up in Pinks at the first of August, Icy Strait was declining, down 50% from the flush fishing of the third week in July, but still good enough to be sending brine tenders with fish to other districts where canning capacity was available.

● Counting their inventories a bit before they were packed, sales managers were agreed that Reds and Sockeyes will be in altogether satisfactory supply. Pinks probably will be somewhat short of normal needs, although Puget Sound and southern British Columbia with a late August-early September run, can help somewhat.



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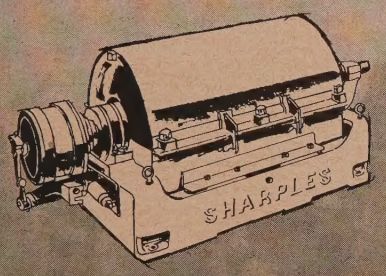

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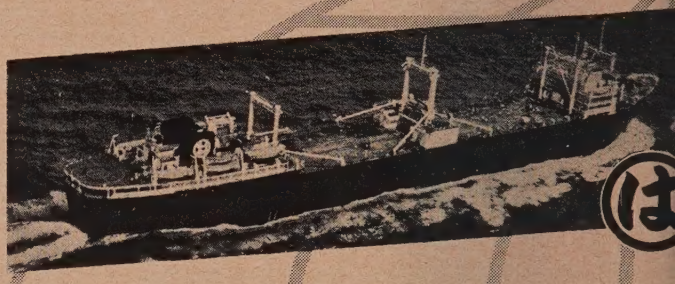

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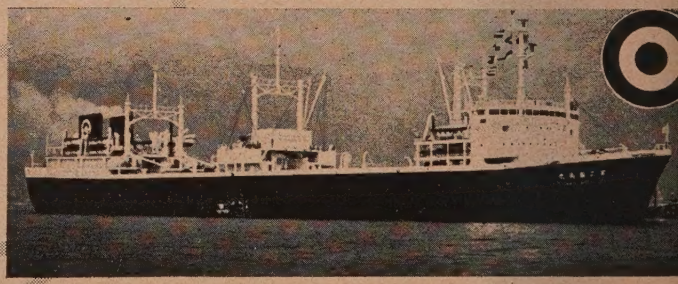

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PACIFIC FISHERMAN August, 1961

nders Receiving fish at the mouth of the Naknek in thick weather during the height of the early July Red mon run on Bristol Bay.

GOOD FISHIN' —

Bristol Bay Red Pack Tops 1960; But Run Falls Short of Forecast

Alaska's Bristol Bay again yielded a good pack of Red salmon in June July.

Volume of Red salmon canned exceeded that packed from the great run 1960.

Escapement generally was rated adequate, at least for the year following the ge spawning escapement from the 1960 run.

The resource was harvested in a rational, orderly fashion, without waste and sistent with realistic management principles.

The fish were large, requiring less than 12 per case.

The catch, taken by 1,499 units of gear—basis of 150 fathoms of net per t—was excellent, comparable with that of 1960; but, as it was divided between many more fishermen and was composed of larger fish, individual earnings not reach bonanza levels of 1960.

Bristol Bay Pack

Preliminary regional figures in full cases through July 23, as compiled by Alaska Department of Fish and Game.

Species	Case
Reds	1,034,255
Kings	17,380
Chums	57,033
Silvers	196
Pinks	90
TOTAL	1,108,515

Disappointments?

Yes, one basic disappointment, from ch stemmed some others.

This was the failure of the total run measure up to the revised forecasts ered by the Fisheries Research Institute immediately in advance of the season on the basis of the purse seine catches being made in the Aleutian Islands area in May and June by the vessels operating on research projects of the American Section of the International North Pacific Fisheries Commission.

The first of these revisions raised the forecast to 30 million fish in the total run, while the second revision was "more than 30 million."

The original forecast of the Fisheries Research Institute, the Alaska Department of Fish and Game, and the U.S. Bureau of Commercial Fisheries was 22 million, plus or minus 30%.

● As matters turned out, the original forecast of 22 million would have been right on-target; as was its prediction of an early run, and of large fish size requiring less than 12 per case.

Scientists have not as yet—and may never—come to an understanding of the exceptionally large number of mature salmon found far to westward along the Aleutians in the research fishing of 1961. In this lay the source of error in the amended forecast.

It is easy to say: "The Japanese caught them;" but there is no evidence that the Japanese catch, while very large, could have accounted for the difference between the forecast figures, which included the anticipated Japanese take.

A pecularity of the Reds' 1961 behavior, as shown by the time elapsing between tagging and recapture, was a 25% increase in speed over 1960. This might well have increased the catches of the research vessels, but a 25% increase in rate of travel, reflected more fish coming into the gear in a given time, could not possibly account for the heavy catches made by the research vessels.

The "Why?" of this deceptively heavy fishing which led the revised forecasts into error remains unanswered.

The original 22 million forecast had a degree of accuracy remarkable in the hazardous business of predicting salmon runs.

The Orderly Harvest

● Management of the 1961 Bristol Bay fishery was remarkable for the orderly manner in which it was conducted, the smoothness with which the Alaska Department of Fish and Game and the industry as well adjusted thought and act to the changing pattern of the run, the fishery and the escapement.

"This year — 1961 — more than ever before in history, Bristol Bay operations of industry and management have been conducted on the basis of a rational harvest. Abundance has not measured up to hopes, but the resource has been cropped in orderly fashion, without waste, and without sacrifice of the principles of honest, intelligent conservation.

"A profitable crop has been harvested, in spite of the drain made upon the resource in advance of its full maturity by exploitation beyo Alaska's control. This has be done with due regard to the eff of *last* year's large spawning up the seed requirements for *this* ye

"This is *harvesting*—conservati which, without waste, makes full use of the crop while providing a quately for sustained yield in future."

● A good deal has been said about the reduction of waste to a m mum. This was evident throughout season and in all elements of the ery—although set nets still offer to some degree.

Consultation between canners management, adjustment of cl time to canning capacity as wel spawning escapement, conserva catch limits designed to encou prompt delivery of fish to the pc scows, and increased refrigeration cilities all combined to reduce wa

What fish were lost are charge largely to the set nets, which v punished rather heavily by the sto weather of July 1-3.

1960 "Lettermen" on First Tea

● With the exception of Clare Pautzke, now commissioner, F.A.W.S., who was replaced by Marvich as deputy commissioner,

WASTE—A set-net full of salmon, beached and abandoned on the north shore at Egegik hard-by the fisherman's tent shelter.

51 regulatory first team was com-
ed of the "lettermen" who turned
such a successful performance in
50.

These were: Walter Kirkness, dir-
or, Commercial Fisheries Division;
arles H. Meacham, Central Region
ervisor; Dean Paddock, Bristol Bay
ea management biologist; and Wil-
Church, assistant area manage-
nt biologist with responsibility for
Nushagak, Wood River, Igushik
Togiak districts.

While the others made headquar-
s at King Salmon on the Naknek,
r. Church handled his large west-
rd district from Dillingham.

panese Observer Studies Widely

Japan's official observer of the
istol Bay fisheries was *Yoshida*
himura, assistant to the chief of pro-
ction, Fishery Agency of Japan. He
ent four days on Bristol Bay from
ly 6 to 10, and then moved to other
eas of Alaska.

In his tour Mr. Uchimura was ac-
mpanied and assisted by officials of
e Alaska Department of Fish and

Clarence Pautzke, commissioner, U.S. Fish and Wildlife Service, lunching on Bristol Bay between T. F. Sandoz, president of Bumble Bee Seafoods, Inc., left, and Ed Marvich, who succeeded him as assistant commissioner, Alaska Department of Fish and Game. Mr. Pautzke is a new member of both the International North Pacific and Sockeye Salmon commissions.

Game and the U.S. Bureau of Commercial Fisheries.

He is reported to have estimated that Japanese high seas fishing in 1961 took approximately 4 million Red salmon which their scientists believed were of North American origin.

American reports indicate he was speaking only of the Japanese catch made north of the Aleutian Islands, and was not including Reds taken in operations in the North Pacific proper.

Moving down the coast from the North, Mr. Uchimura concluded his tour of observation on Puget Sound July 25.

Governor William A. Egan of Alaska in consultation with Mr. Uchimura emphasized that resolving of the problems associated with off-shore fishery will "aid immensely in assuring Japan of continued wholehearted cooperation on other Alaska resource developments in which Japan has an interest."

Undoubtedly the governor made reference to timber, wood pulp, coal, iron ore and other raw materials in which Japan is deficient and Alaska is well supplied.

Bristol Bay Catches

Preliminary figures in numbers of salmon
en in the 1961 season through July 22, as
orted to the Alaska Department of Fish
d Game.

District	No. of Fish
Togiak	359,854
Nushagak	583,156
Ugashik	410,884
Egegik	2,384,054
Naknek-Kvichak	8,445,771
TOTAL	**12,183,719**

Bristol Bay Escapements

Preliminary figures for the 1961 season
ough July 23, as compiled by the Alaska
partment of Fish and Game.

River System	Spawners
Igushik	288,416
Wood	453,558
Nuyakuk	78,000
Snake	4,672
Togiak	65,668
Kvichak	3,695,698
Branch	87,980
Naknek	342,126
Egegik	683,064
Ugashik	328,992
TOTAL	**6,028,174**

U.S. North Pacific Commissioners Study Alaska Research Projects

● All four members of the American Section of the International North Pacific Fisheries Commission visited the Bristol Bay area and other parts of Alaska during the fishing season to study the research enterprises being conducted under its authority by the Fisheries Research Institute, the Alaska Department of Fish and Game, and the U. S. Bureau of Commercial Fisheries.

Clarence Pautzke, commissioner of the U. S. Fish and Wildlife Service, and newest member of the American Section, spent a week on the ground during the peak of the run. Later Milton E. Brooding, section chairman, Edward W. Allen and John H. Clawson toured the various research centers, accompanied by Dr. W. F. Royce, Dr. Charles Di Costanza and Walter Kirkness, in charge respectively for the FRI, BFC and ADF&G.

They were particularly interested in the work being done under the two-year emergency program. All of this in Western Alaska is assigned to the Institute and Bureau. Basically the program seeks to determine the Red salmon productivity of the several Bristol Bay lake systems, and the amount of escapement required by each for maximum yield. This is being undertaken by:

1. Determining primary productivity of a lake through use of the Carbon-14 method of measuring plankton growth.

2. Comparing numbers of spawners from year to year with the resulting fingerling smolts per square mile of lake area.

● Observation in the Bristol Bay area during the fishing season indicated excellent coordination of the various research projects of the three agencies involved. They are working independently, but apparently in concert and harmony toward the basic objective:

Determination of what constitutes optimum escapement for each of the major Red salmon producing systems.

U. S. Tuna Landings and Prices Increase, While Frozen Imports Declin

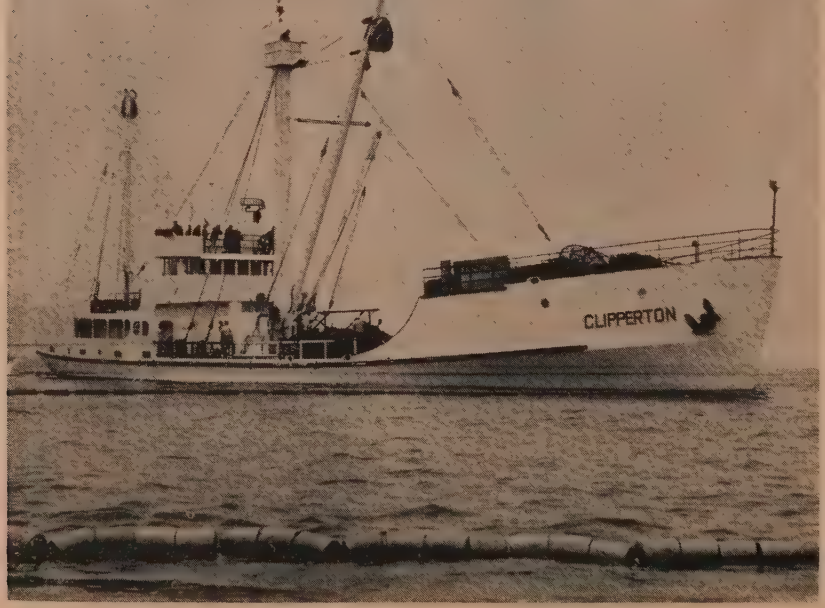
● California tuna landings for the first six months of 1961 were the highest in more than 10 years, and as the second half of the year got under way, the total kept climbing.

The first-six-months total of domestic-caught tuna stood at 80,429 tons, and a week later the figure had jumped to 83,014, these totals including transshipments of fish caught by American-flag vessels, 3,238 tons for the first half year.

Compared to the first half of 1960, the new landings are 10% higher and they are considerably higher than those for the first halves of the years previous to 1960. In fact, the only year that approaches the first half 1960 records is 1956 when the landings were 80,100 tons. All figures are from the U.S. Bureau of Commercial Fisheries Market News Service.

The data show clearly that it is the big, far-ranging converted purse seiners that are bringing in the fish. The converted fleet's catch more than doubled in the first half of 1961 over the corresponding period of 1960, the figures being 53,967 for this year as compared to 22,456 in 1960. As the fleet was converted from bait-boat to seiner operation, the bait-boat landings dwindled from 24,674 tons for the first half of 1960 to 10,217 this year. In brief, the story seems to be that the same vessels are catching the fish, but now they are doing it with nets and power-blocks instead of hook and line.

The proportion of Yellowfin in the tuna landings also shows a radical change through the years of conversion from bait to net fishing. Yellowfin, higher priced than Skipjack and more susceptible to net fishing, made up to 72,259 tons of the 83,914 tons up to July 8 according to fig from the Bureau of Commercial F eries and the Inter-American Tro Tuna Commission. This represent 87% Yellowfin catch for the half of 1961, as compared with 80% Yellowfin catch in first 1960 and a 66% Yellowfin g back to 1957.



Taking a Long Step, Capt. Sverre Jangaard made **Clipperton** the answer to the prophets who for years have said the day would come when tuna vessels would fish from the waist, rather than over the stern.

Yellowfin Price Up

● Now, while the U.S.-caught broke records, the total tonnag tuna received by California cann for the first half of 1961 was d about 8,000 because of a drop in ports, which were down 13,727 for the period January 1 to July 8

This may have been a facto causing an increase in the pric Yellowfin and Bluefin which generally into effect last month. prices generally paid by canners these two species went up $10 a from $250 to $260 for Yellowfin $240 to $250 for Bluefin. V owners, naturally, are constantly s ing higher prices for their pro and statements were made to the to the effect that the $10 increa still not as much as is justifie existing conditions. This statemen course, does not go unchallenge the buyers.

At any rate, the price is up, with the continuing success of converted seiner fleet, the tuna duction industry generally is con ing its recovery from slow times too long ago.

● Thoughtful people could poin two clouds in the bright sky. C Number One consists of the fact while the far-ranging converted p seiners are making good catches selling them at good prices, smaller, more limited seiners are ing the pinch of a shortage of fis nearer waters.

Tuna fishing in the Gulf of Cal nia has been off for many weeks, many of the 100-ton-and-under sels have chosen to tie up rather make futile and unprofitable trip fishing grounds that yield no fish.

wo Blocks; Count 'em—Two are fished by Capt. Sverre Jangaard's unorthodox seiner, thus speeding the wrap-up the school. **Clipperton** is the first American tuna seiner to work her net in the waist of the vessel. Note ow the net is piled high on the stern. That taken into the well deck will be transferred overhead from one uretic to the other.

at extent, and until local fishing cks up, the prosperity of the tuna eet is one-sided. A heavy run of lo- l Bluefin could make a big differ- ce, but this season the Bluefin have en extremely shy. Statistics show ly 231 tons landed to July 8 this ar, compared with 780 tons last year date.

Cloud Two—and one that many re- se to consider a cloud at all—is the creasing Yellowfin catch. Scientists the Inter-American Tropical Tuna ommission are watching the rate of tch per unit of effort, and while thing official has been pronounced the subject, there is a strong feel- g that if the catch continues the way is going now, the point of maximum stainable yield of Yellowfin will be ssed late this summer or early this ll. If this happens, it seems proba- e that some sort of limitation will asked for on Yellowfin fishing in e Eastern Pacific Ocean.

Again, this point of view is not unchallenged. There are a number of spokesmen who do not feel that there is any danger to the existing stocks of Yellowfin at the present rate of catch.

As for Skipjack, scientists agree that the stocks have hardly been touched, and that there is room for a great deal more Skipjack fishing than has ever been done in Pacific waters. Yet with the price of Yellowfin now $50 per ton higher than for Skipjack, what fisherman in his right mind can be expected to load up his boat with cheaper fish?

Biggest Seiner Tested

● On the Fourth of July, the biggest US tuna seiner afloat to date, Sverre Jangaard's *Clipperton,* left her berth in San Diego, took her test cruise, and a few days later sailed on her maiden fishing voyage.

Clipperton, a converted Army cargo vessel with refrigerated capacity for approximately 600 tons of tuna, is using an entirely new net-handling method, involving two Puretic power-blocks. The purpose is to speed pursing and loading of a large net, and Capt. Jangaard, the owner and an experienced and enterprising fisherman, expressed himself as satisfied after the test cruise that the system will work.

In August *Royal Pacific,* the first tuna seiner built from the keel up for a seiner and not a conversion of any sort, is due in San Diego from Tacoma, at the J. M. Martinac yard, where she was built. Soon after she will go fishing under command of Lou Brito, who was one of the pioneers of clipper-to-seiner conversion when he did over the *Southern Pacific.*

Beside fishing with two power blocks, *Clipperton* also is notable as the first American tuna seiner with the house and engine aft; and with the main fishing operations on the waist of the vessel rather than the afterdeck.

. E. 'Skip' Crowther Named CF Assistant Director

H. E. "Skip" Crowther is the new sistant director of the U. S. Bureau Commercial Fisheries. He succeeds W. "Andy" Anderson as chief aide Donald L. McKernan, director of e Bureau.

Mr. Anderson transferred after ore than 30 years of service to become Fishery Attache to the American Embassy in Copenhagen, Denmark.

Mr. Crowther went to the Bureau in 1949 as a fishery engineer engaged in gear research and exploratory fishing. From 1950 to 1953, he was Chief of the Section of Fishery Technology. He resigned to go with a private fishing firm. He returned in 1956 as a Fisheries Products Technologist.

In 1957, following the reorganization of the Fish and Wildlife Service, he became Chief of the Division of Industrial Research and Services, the position he has held until receiving the Assistant Director assignment. For the past year he has been at the Bureau's Area Office at Terminal Island, Calif., on an executive training program.

Breast-O'-Chicken's new tuna cannery is one of the show spots on San Diego's Harbor of the Sun. Of se Westgate piers, five may be seen, with the refrigerated frozen tuna transport "Westgate" tied up at the sec pier from the right, facing the by-products plant and main warehouses. Cannery is at the left.

Breast-O-Chicken's New Tun

Packing Complex at San Dieg

● First complete, large-scale tuna cannery built on the Pacific Coast in recent years went into production early this year when the new Breast-O'-Chicken tuna plant was opened in San Diego, Calif.

Although occupying the site of a former cannery, the new plant is truly new throughout, from the marine docks where round fish is unloaded from the vessels to the warehouse docks where cased tuna (and other products) is shipped to the nation's markets.

The facility is an integration and expansion of units which had grown up in a somewhat scattered pattern as Westgate-California Corporation (owners of the Breast-O'-Chicken tuna label) and progressed to become one of the world's leading tuna packers. Breast-O'-Chicken tuna cannery is now a self-contained unit, with all operations under one over-all management, including ownership of the fishing vessels and processing of by-products as well as the chief product, tuna. The cannery is under the direct management of W. L. Robinson, a Westgate veteran and a vice-president of Westgate-California Corporation.

● While pointing with modest pride to the new cannery as a production unit, in its advertising and publicity Westgate lays particular stress on technical control and high quality in its products. In fact, the cannery is officially referred to as the *Breast-O'-Chicken Tuna Fleetside Kitchens.*

Management points out that having the fishing vessels under the same overall ownership as the cannery makes it possible to control the quality of the product from the moment the fish is caught until the can is opened—"from catch to can," the ads say.

The Westgate cannery receives much of its fish from two large refrigerated freighters, *Westgate* (capacity about 1800 tons of refrigerated fish) and *Puerta del Sol* (Spanish for Sun Gate, capacity about 800 tons). The freighters take the fish aboard from fishing vessels or shore stations on tropical fishing grounds, although many fishing vessels, of course, bring their own fish direct to the cannery. The fish is transported from the unloading docks into the plant in flumes, which reduces fish handling and consequent fish damage.

On its broad bay frontage, Westgate has seven docks altogether. As pa the cannery expansion program, I 4, biggest and newest, is being tended. The fluming system, origi built for three docks, is now exte to Dock 4. The flumes are laid for efficiency and flexibility in l ing fish. Through sluice gates fish be channeled in the most efficient from the unloading stations into four openings through which move into the cannery building direct into the process. Fish is wei by batches, on Toledo dial scale stations placed over the flumes.

Adequate Space for All Functi

● The plant building has plent floor space in it for efficient op tion. Among the impressive sigh the plant are the two huge cold ro one 48' by 62' by 18½' high, the other even bigger, 48' by 82 18½'. They are located close to line of flow, near the pre-coo area, so fish can be taken from fr storage and placed in production v out interrupting the straight-line m ment through the plant.

After being dressed, the tuna through its first cook, in one end

re-Cook and Process facilities are modern, wholly adequate and efficiently arranged. On the left, the rec- ngular pre-cookers, where the whole fish are given the initial steam baking. On the right, the cylindrical ressure vessels where the cans receive their final processing.

ut the other of the cookers (15 in umber), through a room-tempera- ire slow cooling period; then on to ie preparation tables.

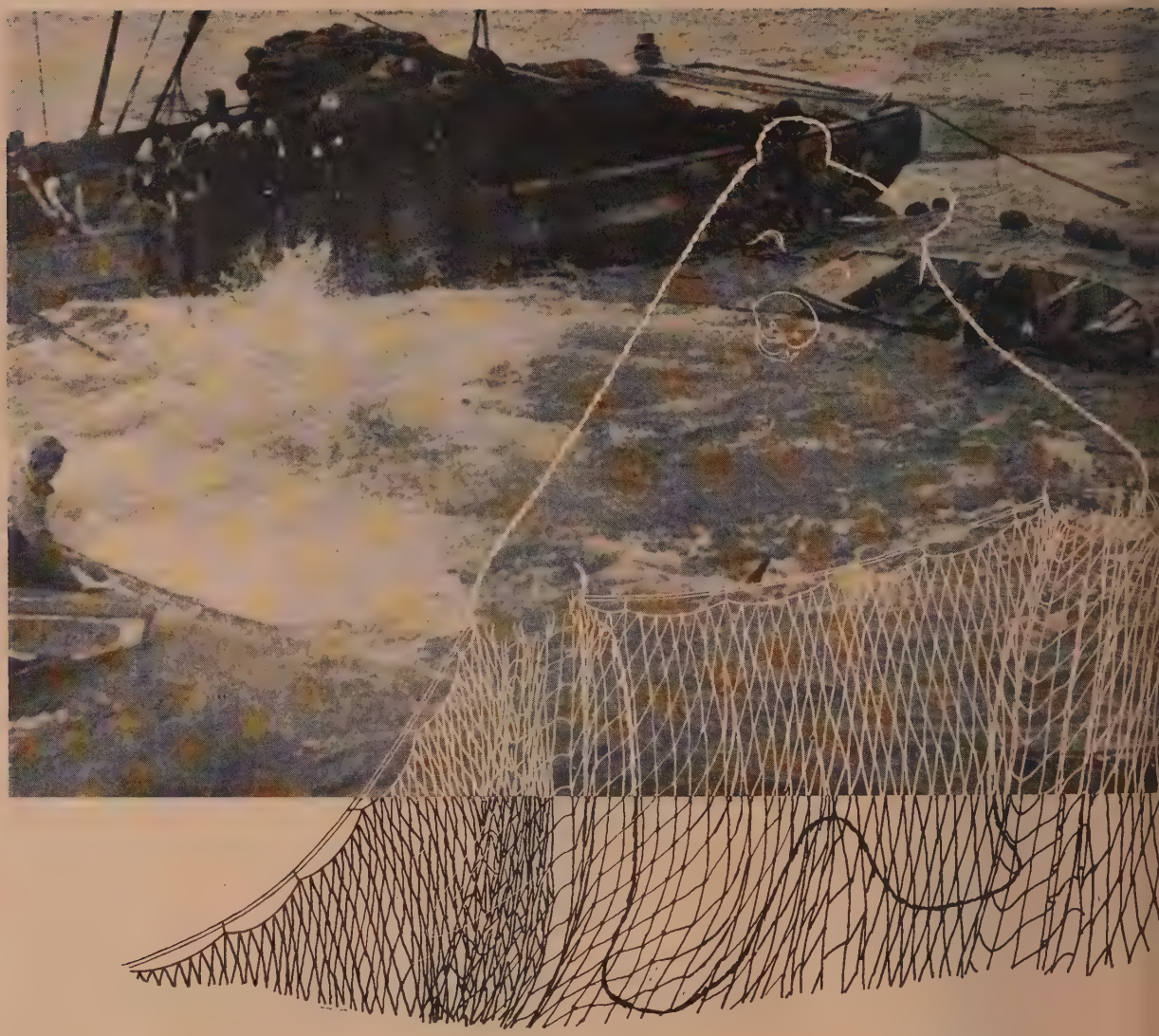
The tables, all stainless steel, bright- / lighted and kept spotless, are an mpressive sight, and Breast-O'- hicken Tuna management does not esitate to show it off to the public. lant tours are welcomed, and an verhead balcony extending the full ength of the workroom is provided o give the visitors the best possible anoramic view of a modern, spic- nd-span tuna canning operation. here are six double tables, each end- ng in a Carruthers Pak-Shaper for olid pack, a Pak-Former for chunk tyle, and Continental Can Co. closing nachines. For flexibility in operations, here are additional cleaning tables nd separate closing machines that can e brought into the line when needed, r used for special packs. There are 4 Continental closers altogether. Two ew stainless steel packing tables were uilt by Five Point Engineering Co. of Anaheim, Calif.

• The can handling systems are of he most modern automatic type. Empty cans are received from rail ars or trucks in a warehouse several undred feet from the cannery build- ng. They come on pallets, in return- ble corrugated containers, each hold- ng 4991 ½-lb. or 3825 9¼-oz. cans. They are started on their way to the filling machines by Key Kan de-pal- etizers, four of them, which sweep a ayer of cans at a time from the pallet oad and feed them into the can line. Seven separate air streams blow cans up to an overhead cable conveyor enclosed in a wood aerial tunnel which passes over the intervening buildings until it enters the upper floor of the cannery building. There the cans flow on a distributing belt from which they can be channeled to any of the single-file can conveyors and so down to the filling machines on the floor below. The system moving the cans from the receiving warehouse to the cannery building was installed by San Lines Inc. of Downey, Calif. The distribution belt and conveyors to the filling machines were installed by J. B. Seage Co. of Vernon, Calif.

Filled cans traveling from the closing machines to the retorts are also handled automatically, in a system installed by J. B. Seage Co. Cans move directly from the Continental closers to elevator conveyors which carry them overhead to the adjoining retort room.

continued on page 34

Rows of Women, working at six long, two-sided stainless steel tables prepare the clean, boneless loins of tuna, free from skin and dark meat. Gleaming belts of stainless steel carry the loins to the filling machines in six streams.



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PACIFIC Fisherman's NEWS

AUGUST
1961

arly Albacore Fishing etter Than Last Year; With Fish Moving North

Albacore fishing for 1961 was good he early season. Following the cap- e of the first, pre-season specimens exploratory and research boats e and there, commercial fishermen l a streak of luck and began mak- encouraging catches.

According to official U.S.B.C.F. ures, the early catch showed a 63% provement over 1960 to even date, this really doesn't mean much, season at time of writing being in its early days. There is also factor that this year fishing began soon as the fish appeared, while 1960 a price disagreement kept ny of the boats in port.

Prices as the season opened were und $350 a ton.

Albacore fishermen, while rejoicing the early season run of Longfin, re remarking that the usual move- nt of the fish north from the uthern California grounds seemed be taking place a bit early this r. While in normal years most bacore fishermen based in San go or Los Angeles make two or e trips before moving north, this r some fishermen were getting in y one southern trip. Albacore men vn for the season from northern ts were preparing for an early re- n home.

Oregon last month launched a research project into the home life and habits of the Albacore. Late in June an exploratory trip was undertaken to study Albacore movements off the Oregon coast. The cruise was to extend through 12 days, aboard the fishing vessel *Nannie* and the studies were to be made by Fish Commission of Oregon personnel.

Some points to be studied were water temperatures, salinity, and clarity. Lights were lowered from the boat at night to see what their effect, if any, is on Albacore. Fish caught, if any, were to be tagged and released. Most interesting point of all, to our readers, is that the study is being made for the direct purpose of aiding fishermen in catching more Albacore more efficiently. The information gathered will be promptly made available to commercial Albacore fishermen.

Alaskans Learn About the Law— Along With Some Non-Residents

● Enforcement has often been cited as the ranking problem for Alaska in assuming the management of its fisheries.

The record thus far, with the second season of Alaskan control of its own fisheries nearing its end, is largely to the credit of the new state; and when arrests are made they are usually followed by convictions, even though resident Alaskans may be involved. This outcome is something which rarely happened when the Feds were in control.

Vigor of Alaskan enforcement was plainly evident during the 1961 season. For example, it forced the resignation of one member of the Alaska Board of Fish and Game when Erling Strand of Petersburg pleaded guilty to fishing with illegal gear. Douglas Blanchard made the arrest. Gordon Jensen of Petersburg was appointed to succeed Strand on the ADF&G board.

● The closed triangle at the entrance to the Naknek, provided to encourage needed escapement to that Bristol Bay stream, proved an irresistible temptation to the operators of almost 100 gillnet boats. ADF&G sent a plane to check the area—and the improvised courtroom at King Salmon did a land office business July 12 and 14. Fines ran up to $700 per boat, but neither the catch, net or boat was confiscated. Subsequent fines were reduced materially, but the fact that the fish caught usually paid the fine and left a small profit for the venture served to ease the blow, which fell on Alaskans and non-residents alike.

---

panese King Crab perations Stable

With the canned King crab pack of an regulated to a total identical h that of 1960 as result of the con- ence with the USSR, operations of the Japanese in this field seemed on a stable basis in 1961. Total quota for Japan is 260,000 cases, with 390,000 cases for the Soviet.

Japan mounts four King crab cannery vessels in the Okhotsk Sea and the *Tokei Maru* in a joint operation of Nissui, Taiyo and Nichiro in eastern Bering Sea. Her target is 60,000 cases, with an additional 20,000 cases subject to allocation if condition of the resource permits.

Japan's second Bering Sea King crab expedition, concerned with freezing rather than canning, is believed to be operating on the same basis as last year, outside the area north of Port Moller reserved for the *Tokei Maru*.

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With a 243 HP Murphy Diesel providing the power, the "Pacific Belle" has a bone in her teeth as she heads for the fishing grounds . . . getting the dependable and economical performance that makes any kind of fishing more profitable.

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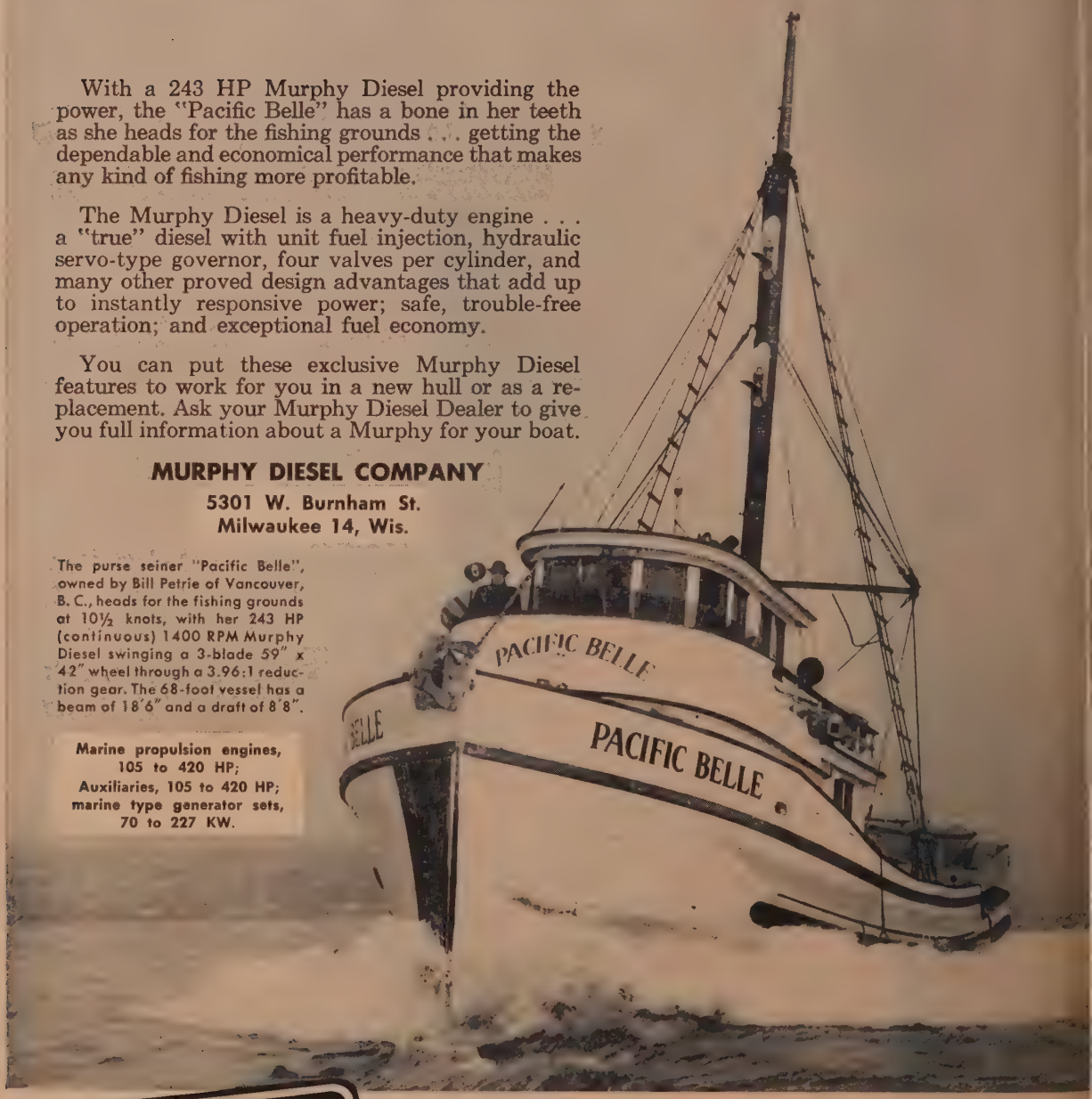
The purse seiner "Pacific Belle", owned by Bill Petrie of Vancouver, B. C., heads for the fishing grounds at 10½ knots, with her 243 HP (continuous) 1400 RPM Murphy Diesel swinging a 3-blade 59" x 42" wheel through a 3.96:1 reduction gear. The 68-foot vessel has a beam of 18'6" and a draft of 8'8".

Marine propulsion engines, 105 to 420 HP; Auxiliaries, 105 to 420 HP; marine type generator sets, 70 to 227 KW.



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Pacific Fisherman's NEWS

GUST, 1961 Volume 59 Number 9

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A Miller Freeman Publication

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Publication Office
1 S.W. Oak Street, Portland, Ore.
CApitol 2-1314

Editorial Office
71 Columbia St., Seattle 4, Wash.
MAin 2-1626

Advertising and Production Office
0 Howard St., San Francisco 5, Calif.
EXbrook 7-1881

DISTRICT OFFICES

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MUrray Hill 3-9294
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Japanese Tags, Net Marks Abound on Bristol Bay

● Concrete evidence that the Japanese high seas fishery bore heavily upon the Red salmon bound for their Bristol Bay native streams in 1961 abounded in the catch, and particularly late in the season, when the American catch dwindled sharply.

This was manifest primarily in two ways: (1) Japanese tags affixed to salmon; and (2) partially healed net scars on the noses of salmon which had escaped the small-mesh nets of the Japanese fishermen.

It should also be mentioned that at least one U.S.S.R. tag was recovered, but whether it had been applied in Asian waters on to a fish taken incidentally to Bering Sea trawling for bottomfish was not known at press-time.

In any event, it was plain that there were more salmon tagged in North Pacific waters in 1961 than in any previous season.

Japanese tagging is believed to have been done on fish caught by hooks fished from longlines.

The net-marked fish appeared in the American catch in greatest abundance rather late in the season, and apparently in bunches, as some deliveries would have considerable numbers while others at about the same time but in another fishing district showed few.

In some instances at least 10% of the fish caught bore unmistakable marks which had been made by small-mesh nets some time before.

To thoughtful observers this meant one of two things—or perhaps both—and these were:

1. The Japanese fishery bore more heavily on the Alaska-bound Red run than in recent years; perhaps more heavily than in any year since 1957.

2. The large average size of the fish comprising the 1961 Bristol Bay run permitted many to escape the Japanese nets, whose small mesh is better fitted for taking immature fish or those of smaller average size.

MARCO SETS THE PACE WITH ANOTHER FIRST

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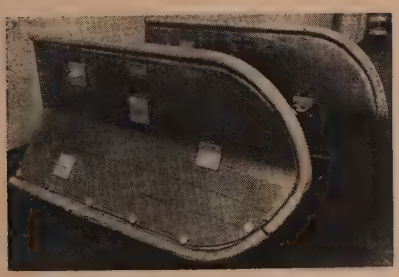

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Return to Traditional purse seiner rig marks **New Era** with her conventional turntable and the normal arrangeme of mast, boom and block.

NEW ERA —

Even the Name is Changed In Her Sweeping Conversion

● Of all the former tuna clippers that have been converted to seiners in the past few years, none has been more thoroughly renovated than the *New Era,* which last month put to sea after being converted at Harbor Boat Building Co., Terminal Island.

Beside the usual rebuilding necessary to turn a former bait-boat into a seiner, *New Era* acquired an entirely new refrigeration system, based on four Frick 6-by-6 compressors, plus a smaller unit for the galley. All the pipes and coils in all her fish tanks were replaced. Her galley was completely rebuilt. Her little chapel, burned out in a dockside fire that damaged part of the hull as well, was completely re-done, and is now a source of pride to the skipper and crew, with its mahogany paneling and new decoration throughout.

Last but not least, *New Era* acquired a new name. She was formerly the *Jo Marie,* 123′ long, 27′ 7″ beam, capacity 260 tons of frozen fish, built by Hodgson.

New Era's mast and boom arrangement is conventional, the sticks being placed amidships, with the power block on a long boom and the net winch immediately below. Her afterdeck was raised about 36″ for a poop-deck, and she handles her net with a turntable in the conventional manner.

Norman Mezin, the smiling master of **New Era.**

● One innovation on the *New Er* is a stout hydraulically-operate vertical winch with a single gipsy mounted on the port side forward This will be used in closing the ne and should result in faster and mor positive operation when completing set.

New Era's electrical controls ar concentrated in a new panel on th main deck in the compressor room The panel is placed fore-n-aft alon the space rather than across it, an although it is inevitably a bulky piec of equipment, it takes up little space

On the working deck, a speciall compact system for brailing fish int the tanks has been worked out. Thi is largely conventional, but the chut system is such that fish can be route to any one or several of the 10 fis wells below, brailing through a singl hatch on the deck. The compact fish handling is a feature much to th liking of *New Era's* skipper, Norma Mezin, one of the fleet's most experi enced fishermen.

The Northern seine winch on th working deck is driven by a specia

How to keep them out of the graveyard longer

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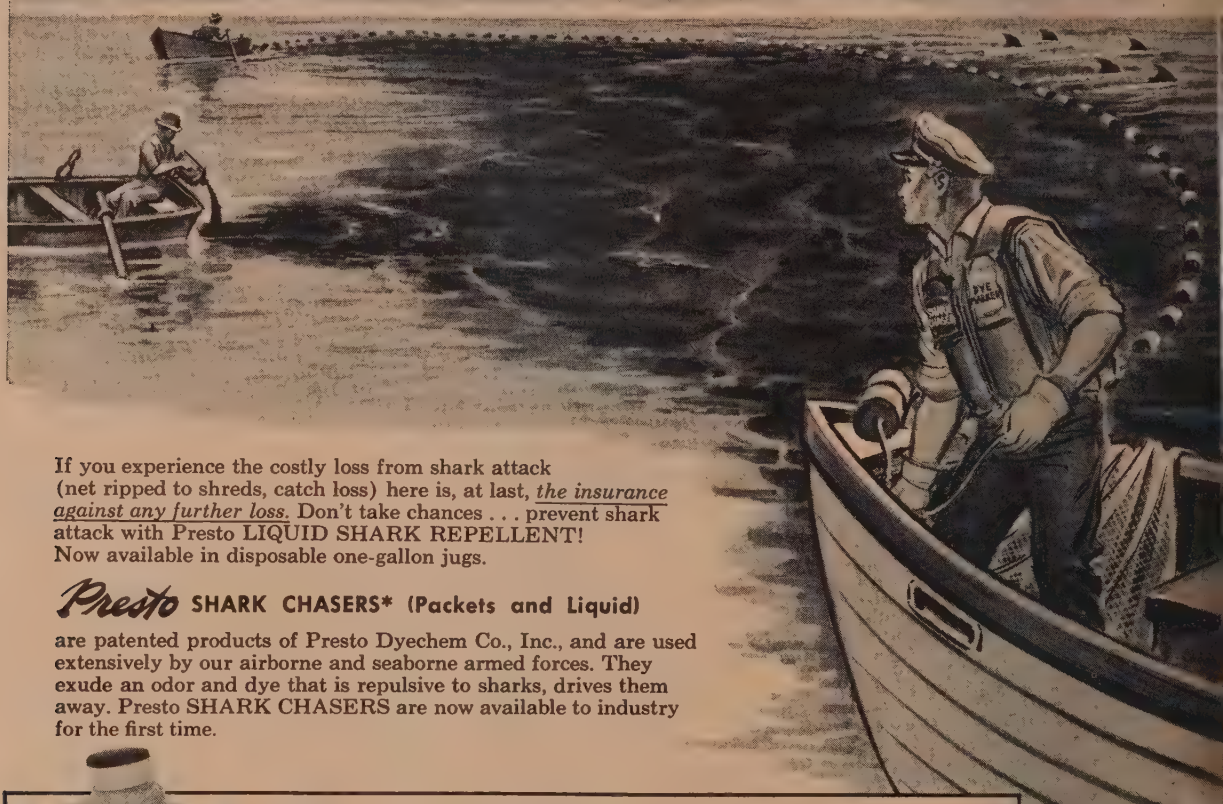

If you experience the costly loss from shark attack (net ripped to shreds, catch loss) here is, at last, *the insurance against any further loss.* Don't take chances . . . prevent shark attack with Presto LIQUID SHARK REPELLENT! Now available in disposable one-gallon jugs.

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are patented products of Presto Dyechem Co., Inc., and are used extensively by our airborne and seaborne armed forces. They exude an odor and dye that is repulsive to sharks, drives them away. Presto SHARK CHASERS are now available to industry for the first time.

Presto LIQUID SHARK REPELLENT

Poured from the jug into the tide which moves or flows through and over the net. This permits Presto Liquid Shark Repellent to disperse and flow through the net assuring complete protection of the net and catch. One gallon covers a tremendous area and affords the finest protection ever devised against shark damage to catch or nets.

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Don't miss dynamic 5 page Shark Story in July 1961 READERS DIGEST

Presto DYECHEM CO., Inc.
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World's Largest Packagers of Ocean-Coloring Dyes

oking a Skiff in the Face — the big diesel-powered xiliary which keeps **New Era** earning.

A Mountain of Nylon stacked on the turntable of **New Era.** Note how table is turned by a line from winch.

gine, a GM 471 four-cylinder diesel th hydraulic controls. Another GM 1 drives the net skiff, through a vin-Disc 2½:1 reduction gear, fol- wing the trend toward high power d gear reduction to give the skiff ick speed with plenty of power. *ew Era* also ships an 18′ speedboat th a Chrysler 90-hp. gas engine oard. The net skiff was built by ardesich Cabinet and Boat Works San Pedro and measures 27′ long 15½′ beam.

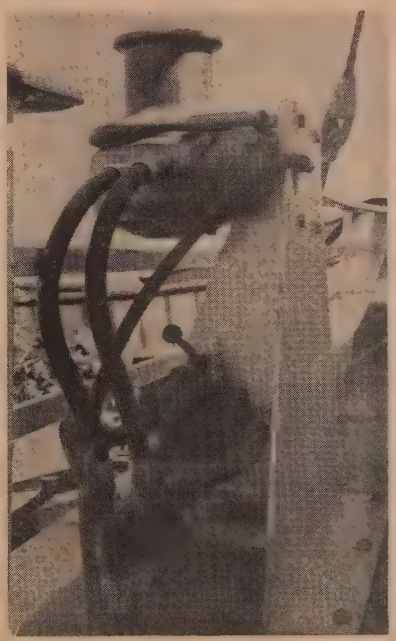
New Era's net was in part made U.S. Net & Twine Co. of Long ach and supplied through Stewart's pplies of San Pedro. It measures 0 fathoms long by 43 fathoms deep, ¼ and 4½″ mesh, 42-thread with -thread in the bunches. Along the rk line there are 10 meshes of 60- read running through the net, and ng the lead line are 25 meshes of webbing, 60-thread.

With 16 floats to the fathom, the t carries nearly 7,000 floats, all ongex made by B. F. Goodrich Co. Hanging the *New Era's* net was a cord-breaking performance by Capt. ezin and his crew. The whole job s done in three and a half days— actly 26½ working hours to do a task that usually takes 10 to 14 days. This performance is even more remarkable when you consider that no preliminary work, such as lacing the cork-lines or securing the chain lead-lines, was done in advance. Yet the net is not a slap-dash job. At least it is finished to the satisfaction of Capt. Mezin, who is inclined to be careful about details.

New Era has an unusual top command, in that she has two chief engineers. Lee Hartley and Anthony Nizetich share that responsibility.

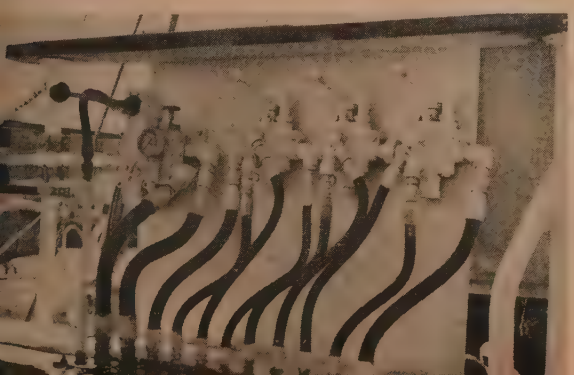
The seiner is driven by a GM eight-cylinder 750-hp. diesel main engine, with two 160-hp. Caterpillars as auxiliaries, driving 100-kw. generators. All hydraulic controls for the net winch, booms and power block were designed and installed by Marine Construction and Design of Seattle, using mostly Aeroquip pressure hose.

The ship is well supplied with navigation aids. In the remodeled wheelhouse she carries a Sperry automatic pilot with controls outside the wheelhouse on the port side; a new radar set; Raytheon fathometer and recording fathometer, Northern two-way radio, Bendix direction finder and additional radio receiving equipment.

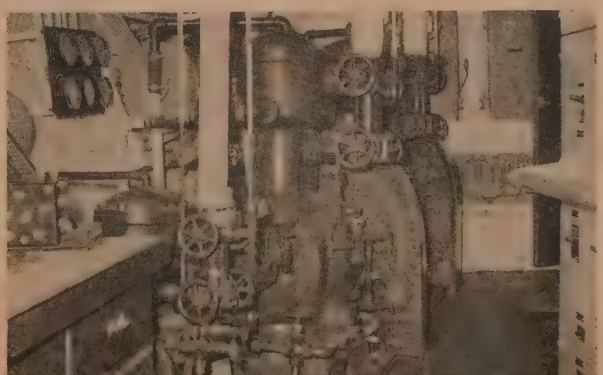


Vertical Gipsy, designed and built by Marco, using Vickers hydraulic units and Aeroquip hose and fittings. Located on the portside upper deck, it makes corkline bunching quick and easy.

ydraulic Control Console by Marco, Seattle, uses ckers pumps and motors, Aeroquip hoses and tings to handle high pressure required.

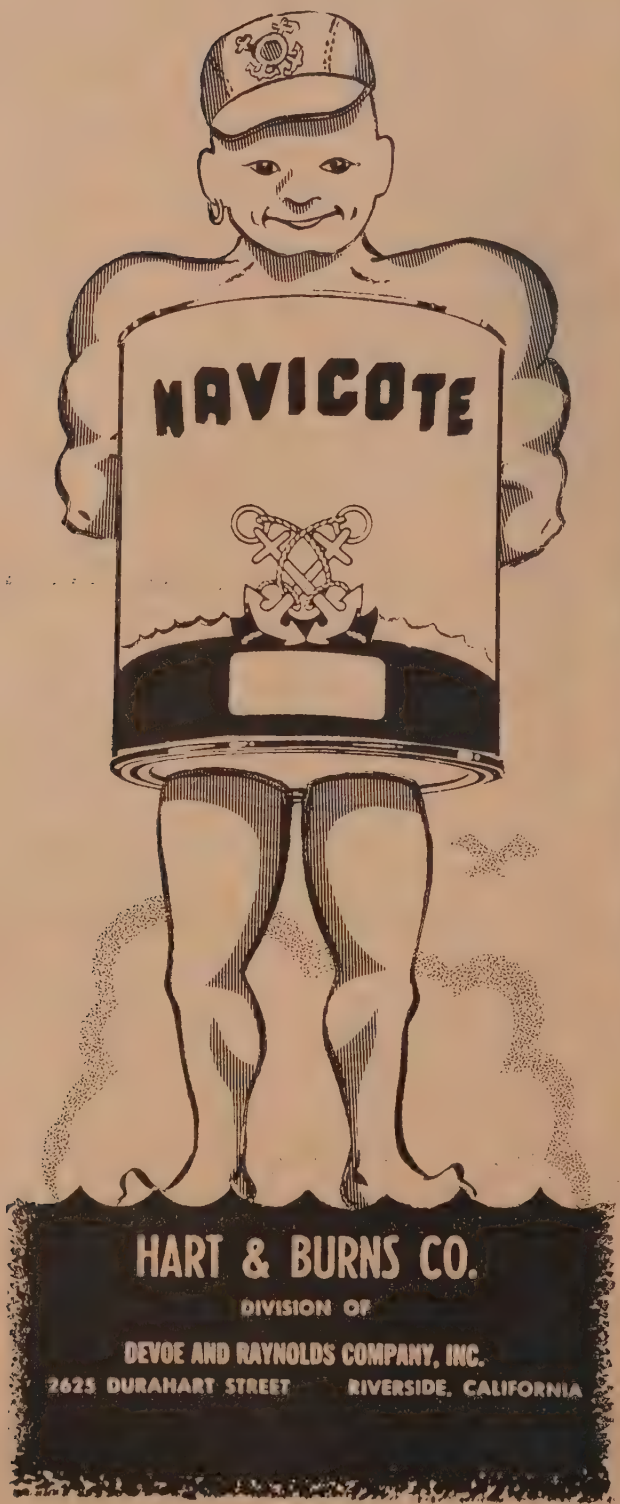


New Refrigeration equipment aboard **New Era** consists of four 6 x 6 Frick compressors for cargo cooling, sufficient to handle a full catch quickly.



Head And Shoulders

Above All Others



HART & BURNS CO.
DIVISION OF
DEVOE AND RAYNOLDS COMPANY, INC.
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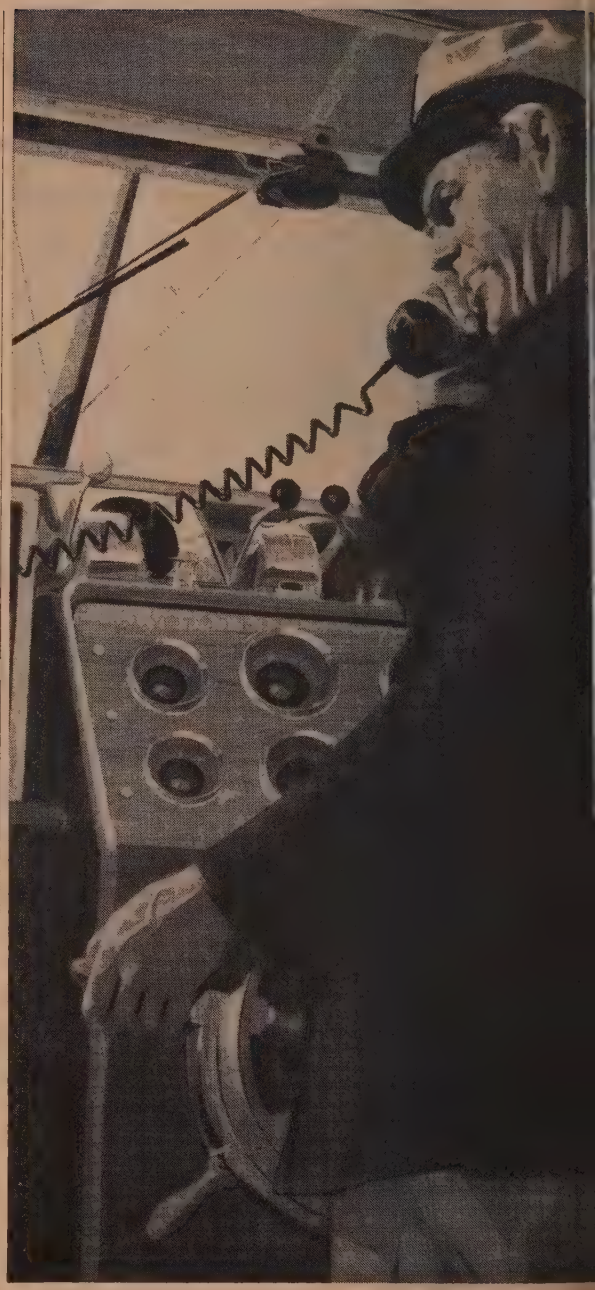


Do you miss calls?

Unless your boat's radiotelephone is equipped for enough channels, you may find the channel busy when you try to call. Or if you sail to other Pacific Coast ports, you may miss calls on their channels. For smooth sailing wherever you go, be sure your set is properly equipped. To get the full story—plus a directory and fact-filled booklet—just call our nearest business office and ask for the ship telephone representative.

Pacific Telephone **Pacific Northwest Bell**
PART OF THE NATION-WIDE BELL SYSTEM

B. C. Fishermen's Incomes Reveal Variable Patterns

Significant data on the earnings of itish Columbia's commercial fisher-en is contained in a recently com-eted survey issued by W. R. Hour-n, director, and Blake A. Camp-ll, chief of the economics branch, nadian fisheries department Pacific ea.

The figures contained in the report uld be of more timely interest, of urse, if they were related to 1960 well as to some of the other recent ars, but they do relate to 1957 and 58 and these years were considered be good examples of the variations at might be expected in annual ome patterns. The returns for 1957 re well below average, while 1958 s a record high year, with big money ng made in halibut as well as sal-n, and in herring, too.

The study of fishermen's earnings s carried out under the direction of L. Young, economist for the depart-nt, the final report being reviewed W. C. MacKenzie, Ottawa.

In 1957, there were 12,016 licensed hermen in B. C. and in 1958, 14,-5. The number for whom fishery ome was reported in the survey was 474 in 1957 and 12,039 in 1958. e number of assistants on trollers trawlers for whom no records were ilable was 338 in 1957 and 373 in 58. Percentage of licensed fisher-n who did not actually fish was 3% in 1957, 17.4% in 1958.

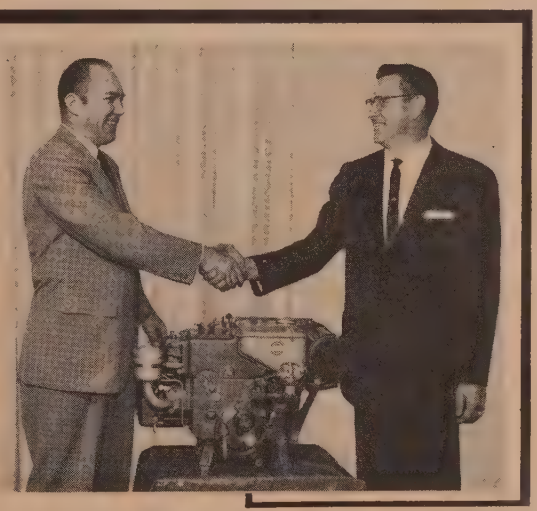
Complete tabulation of earnings of hermen engaged in more than one hery was complicated, but the break-vn is regarded as a dependable de to one phase of the province's heries economy.

In 1957, 41.3% of all gillnetters in C. had gross receipts of less than 500, but reported only 8.1% of al income. The report shows that % of the gillnetters had gross re-ns of more than $7,000, and these hermen (145) had 16.1% of total income of all gillnetters.

In 1958, despite the high over-all urns of the industry, some 39.2% all gillnetters had gross receipts of than $1,500. But the number of netters with gross returns exceeding 000 increased from 145 to 759 and y reported 46.4% of the total net ome for all gillnetters.

Average net income of all salmon rse seine captains in 1957 was $3,-7; in 1958, while 8.7% of the captains reported gross incomes of less than $2,000, 32% of them reported total returns exceeding $8,000 and their net returns represented two-thirds of the net returns of all salmon seine skippers. The 45 top seine captains reported average net earnings of $16,-612.

In 1957, 61.6% of the trollers earned less than $1,000, although the net income of that group comprised only 5.5% of the total net income of the entire troll group. At the other end of the scale, 105 trollers, representing 3.6% of the total, had gross returns exceeding $8,000. There was a similar income pattern for this group in 1958, 61.1% reporting incomes of less than $1,000, although the number with returns exceeding $8,000 increased to 6.3% of the total.



Carl Hayward, left, president of Continental Machinery Corporation with Bob Kafka of Anderson-O'Brien.

"THANKS TO YANMAR DIESEL ENGINES . . .

our extensive diesel line is complete," says Bob Kafka, marine sales manager for Anderson-O'Brien, Southern California General Motors distributor of marine and industrial diesels. "Many of our customers required a low horsepower diesel for auxiliary marine and industrial use. Yanmar has what we needed—a precision-built, compact, light-weight diesel engine in the 2½ to 8 BHP range. Through the facilities of Continental Machinery Corporation, U.S. distributor for Yanmar, we are assured of prompt delivery and expert technical assistance."

Dealerships still open in U.S. and Mexico

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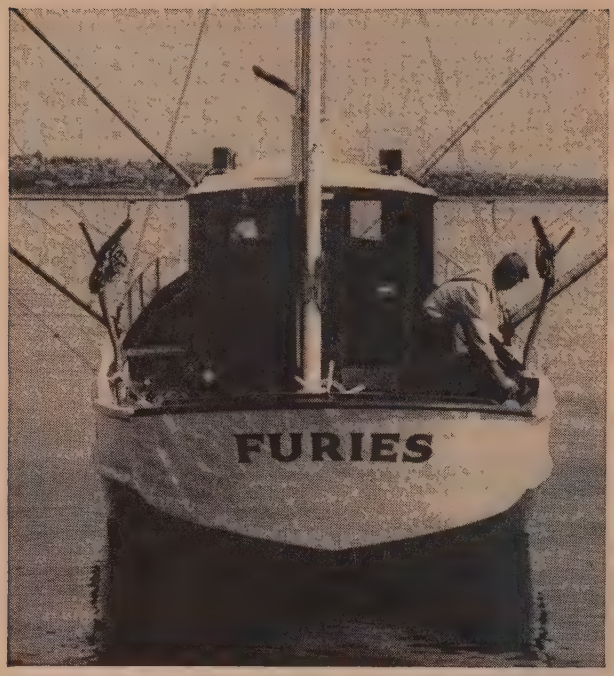


Above, 37-ft "Furies" equipped with twin fuel tanks, water tanks and shaft of MONEL alloy

Headed for hauls, not haulouts, with...

The extra dependability of MONEL alloy tanks and shaft

Monel* alloy tanks provide...

- **Strength**—Monel nickel-copper alloy tanks resist vibration, withstand impact of sloshing fuel and water in roughest seas.
- **Resistance** to corrosion, gumming, scaling and "pin-hole" pitting.
- **Long service life**—Monel alloy tanks cut replacement costs, save ripping-out bulkheads and planking.

Monel alloy shafts provide...

- **Stiffness** to withstand vibration and reduce bearing wear. Monel alloy—stronger than structural steel—withstands the pounding shocks of heavy seas.
- **Outstanding corrosion resistance**—Monel alloy withstands sea and brackish water, can be used safely with bronze bearings.
- **Extra dependability**—Monel alloy shafts give long, trouble-free service...reduce costly haulouts.

See your marine dealer for a quotation on a Monel alloy tank or shaft. For additional information about the strength, corrosion resistance and long service life of Monel alloy, write:

*Trademark of International Nickel Company, Inc.

HUNTINGTON ALLOY PRODUCTS DIVISION
The International Nickel Company, Inc.
Huntington 17, West Virginia

INCO

MONEL®

THREE GENERATIONS OF FISHERMEN

...but only one netting

STARR

Three quarters of a centurys experience in manufacturing commercial fish netting equalled only by 75 years of profitable fishing—a pretty good combination! Yesterday's fishermen demanded Starr Netting because it did a better job . . . dependably, economically. Today, it's Starr Nylon Netting and the same profitable fishing. The fact is that in fishing it's the catch that counts most and, with Starr Nylon Netting aboard, fishermen know they can always count on the catch.

STARR NETTING . . .
STAR PERFORMANCE

STARR NETS

A. M. STARR NET CO.
EAST HAMPTON, CONN., U.S.A.

Halibut Market Exhibiting Rather Surprising Muscle

Strength of the halibut market—hich was close to 28¢ for prime large Seattle at presstime—was surprising en its best friends.

This was particularly true because is strength was maintained in the ce of the threatening implications a heavy Japanese production tar-t for the Bering Sea and cheap of-rings in the United States market.

From what sources did the market t its muscle?

Well, there was the vigorous com-tition which developed between rts and the leading buyers there. or example, buying at Ketchikan d Bellingham became specially ag-essive, the former port in particular fering prices surprisingly close to ose prevailing in Seattle, while Bel-gham was succeeding in attracting bstantial deliveries. Seattle dealers, rhaps aware the fish was being di-rted, lifted their bids a bit.

Then there was the forecast by ose in good position to analyze these ings that the Area 3A season would tend well into August, with a resultant longer season for fresh halibut selling, which has been quite good.

Finally, early purchases should be protected as to price.

● Production-wise, the 1961 season has delivered few surprises. The later opening produced a more-than-equivalent later closing, which was desired by the Halibut Commission for the cropping of the late-appearing populations both in Areas 2 and 3 without resort to the cumbersome extra-season method.

Bering Sea production for 1961 will run slightly under that of last year, partly because the effective fishing season there was somewhat shorter.

● The International Pacific Halibut Commission's trawling program was well ahead of schedule when the first phase was completed August 1. After a lapse of two weeks the investigation was to be resumed, working further east in the Gulf of Alaska, and in accord with the interpretation of the findings from the earlier research fishing.

This investigation is being undertaken primarily to provide the United States and Canada — participants in the international enterprise under which the Pacific halibut resource has been rehabilitated — with information as to the probable effect upon the halibut population of trawl fishing such as the Soviet Union has indicated it expects to pursue on halibut grounds.

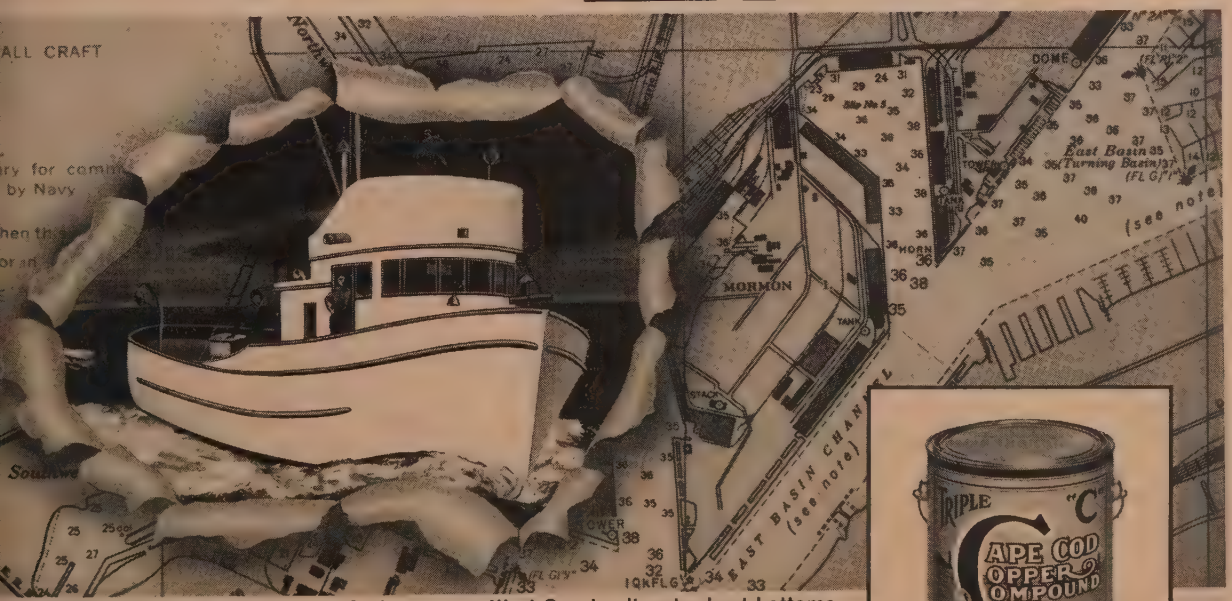
● British market for Pacific halibut—Canadian only—is apparently quite vigorous and the fish trade press in England is carrying notable advertising by some of the largest wholesalers featuring Canadian halibut and emphasizing its "superb quality." As *Pacific Fisherman* pointed out last month, the British market is particularly interested in the attractiveness, selection and packing of Canadian halibut today.

Veteran Chandler Dies

Charles K. Howe, 86, president of Weeks-Howe-Emerson Co., a pioneer San Francisco ship chandlery and marine supply firm, died in a San Francisco hospital recently, after a four-day illness.

The firm he headed traces its history to the Gold Rush Days.

TRIPLE "C"... *best by any chart!*



There's a good reason why Triple "C" is on more West Coast salt water boat bottoms than any other paint. It's because fishermen and other work boat operators know Triple "C"— Cape Cod Copper Compound — provides extra months of trouble-free operation for every dollar invested. Your dealer will tell you that it's the world's finest anti-fouling paint: ask him for Triple "C" today.

AMERICAN MARINE PAINT COMPANY

Home Office: 311 California Street, San Francisco

QUALITY PAINTS SINCE 1903

The Naknek Hole with the fishing fleet delivering to tenders sheltered under the south bank during a ga outside on Bristol Bay early in July, when the catch limit was 2,500 fish per-boat per-period of fishing.

Run Comes Early, Goes Early

• The Red run to Bristol Bay, true to forecast, came early; but earlier than expected. Also it dwindled early, much earlier than hoped.

Gear units registered by districts, basis of 150 fathoms of net per unit, was as follows at the start:

District	*Units*
Nushagak	291.66
Naknek-Kvichak	865
Egegik	162.66
Ugashik	94.66
Togiak	85
TOTAL	1,499

• Prior to June 26 the Alaska ADF&G regulations permitted fishing for five days a week, and in this period the Egegik fleet did exceptionally well, demonstrating the early arrival of a run in volume.

Application of the gear-time-table was suspended after the one-day opening June 26 further proved the reality and substantial character of the early run.

At the same time the state authorities moved the boundaries of the fishing areas out to increase the fishing area; and then relaxed the 48-hour waiting period before shift of fishing district in order to attract effort away from the weak spots to those with heavy run. Almost 100 units moved immediately from the Nushagak to the Naknek-Kvichak.

In the Kvichak the upper boundary was moved upstream twice to draw the fleet upstream and away from the area of the Naknek, where more escapement was desired. Upstream movement of the Egegik deadline served the same purpose.

• With 31 high-speed 1-lb. lines of canning machinery operating on the Bay, the canners told the ADF&G 800,000 fish was the maximum daily sustainable utilization.

The state management official matched their control measures to thi pattern, closing the fishing periods few hours at a time during the heav run to give rest to the crews and time for moderate escapement of th desirable peak of the run to pass t the spawning grounds.

With the decline of the run, whic began to be apparent at Naknek abou July 6, and at Egegik about two day later, the ADF&G prescribed a tri angular area of closure off the mouth of the Naknek in an effort to bolste the escapement to that stream.

The Alagnak and Ugashik also were shy on escapement, but nothing could be done about that, as the fish for the first are inextricably mingled with the Kvichaks; and the Ugashik run was wanting at all times.

These are details, but they serve to emphasize the flexibility and the on-the-spot determination with which the state staff worked. Decisions were made on the evidence and within an hour. If a cannery was "slugged" it was given a chance to catch up, another factor in avoiding waste.

The Standard of Quality

- Drag or Trawl Winches of all types and sizes
- Purse Winches for all types of seiners
- Heavy duty Dandeline Blocks, Purse Blocks, Crab Blocks, Purse Davits, Stern Davits, Drag Doors
- Anchor Winches for boats 40 ft. and over

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Arne Strom, Owner
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lalibut Promotion Plans aid for 12 Months

Halibut marketing promotion pro-am of the new Halibut Association North America was decided upon directors and officers of the associ-ion at a meeting in Seattle late in ne.

This was the first general meeting the board and was called to hear d act upon the program prepared New York and Washington by the ational Fisheries Institute branch of vertising and promotion and the J. alter Thompson advertising agen-es, jointly will handle the promotion r the Halibut Association.

Murray Wheeler of the NFI came om Washington and Miss Frances ith of JWT from New York to dis-ss details of the plan they had rked out.

E. A. Ruthford of Seattle, president HANA, said the funds available uld permit expenditure of about 0,000 in the next 12 months, with promotion and advertising aimed o ways—toward the consumer and ard the institutional market.

Halibut Association of North Amer-sets out on its campaign to stim-te use and appreciation of halibut h industry participating exceeding %—something of a record in the tory of cooperative promotion pro-ms in *any* industry.

na Seiner Rescues elicopter Crew

Usually it's the helicopter that res-s the shipwrecked seamen. Last nth about six miles off the Coro-lo Islands south of San Diego, lif., a tunaboat, the *Seafarer* re-ned the courtesy by rescuing six n from a helicopter which sank r a forced landing.

The 'copter was manned by two lian photographers and four navy n on a "classified" mission. When leveloped engine trouble, the pilot, Cmdr. Alfred R. Ackley of Chula ta, made a forced landing described 'beautiful," and all hands were able ail out safely.

The *Seafarer*, a tuna seiner con-ted by Harbor Boat & Yacht Co. San Diego some months ago and ppered by Henry Jacobsen, raced the scene of the landing when it ted May Day flares sent up by 'copter men. After spending about minutes in the water, the flyers e taken aboard, and later trans-ed to the Coast Guard cutter *Alert*. body was hurt, and all the men, in d spirits, ultimately walked off the *rt* at North Island Naval Air ion.

CAPTAIN GIL HAMILTON
of the "Tern"

"Sea King Filament Nylon Netting is hard to beat."

"In fact," says Gil Hamilton, owner of the Salmon Purse Seiner "Tern," "I think it is the best. I have used Sea King Filament Nylon Netting for the past five years in Southeastern Alaska, where the water is the roughest and the netting must be right."

You, too, will get these advantages in Sea King Filament NYLON netting — the finest netting ever developed — because of an exclusive "liquiplating" process which makes these advantages possible. Made of duPont NYLON, it's lighter and stronger size for size; easier to handle; knot slippage eliminated; greater uniformity of mesh; cuts replacement cost.

For the finest netting ever developed . . . insist on . . . Sea King Filament NYLON, NYCOT and Sea King cotton netting.

The Fish Net and Twine Company

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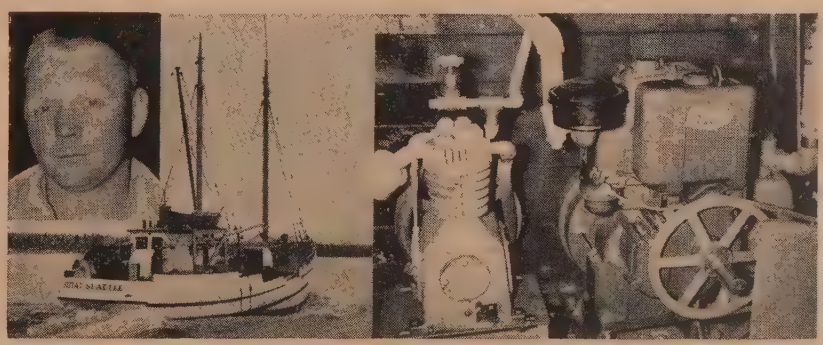

"We do not hesitate to recommend it"
— John B. Sellereit, Skipper and Owner, "Yakutat"

AIR-COOLED DIESEL POWER

— by Lister

Though many air-cooled Listers are in use Coast to Coast and Gulf, Lister installations are always NEWS to cost-and-service-conscious fishermen. Another success story: John B. Sellereit, owner and skipper of the 78 ft. halibut schooner "Yakutat", Seattle, installed his LD-1 Lister diesel several months ago. Commending its performance, he says . . .

"We have been particularly impressed with operating efficiency, dependability, economy, and promise of long life with minimum upkeep. We use this Lister auxiliary (1) for driving a 32-volt generator for battery charging, (2) for operating a 2-stage air compressor, and (3) for powering a 1½ inch bronze self-priming pump for bilge, fire protection and wash down. It performs all of these services well. We do not hesitate to recommend it for similar services on other fish boats".

1961 is the biggest year for air cooled Listers! Auxiliary power for all vessels; propulsion for small and medium sized boats. Even though you may not now be in the market, write for data on these exceptional engines.

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SAN FRANCISCO—OSWALD MACHINE & EQUIPMENT, INC.
2936 Hyde St.

All-aluminum seiner Josie J. jogging on an early trial on Puget Sound before her mast and boom were stepped. She is designed to deliver 16 knots fully loaded; and carries 700 hp. to let her do it.

All-Aluminum Seiner Designed For High and Profitable Speed

● Billed by its builders as "the world's fastest seagoing commercial fishing boat," the *Josie J.* is fishing this salmon season on Puget Sound.

Her owners expect her to be twice as fast as conventional craft, allowing her to move quickly from one fishing ground to another, taking full advantage of tides and salmon runs.

She is constructed completely of aluminum.

"Aluminum allows us to shave almost a third off the boat's weight. Less weight means more speed. Without seine skiffs and fishing gear it will weigh about 50,000 lbs., 23,000 lbs. less than the conventional 'Alaska limit' boat," said John Dontos, president of Alfab Company of Edmonds, Wash., which built her.

The 57' drum purse seiner cost an estimated $100,000. Phil Brinck & Associates, Seattle naval architects, designed the boat and Reynolds Metals Company supplied the aluminum and gave technical assistance.

"Speed is second only to skill in the salmon industry. The important fishing lasts only two to three weeks when the salmon are running. The aluminum seiner will travel at more than 24 knots empty and at 16 knots loaded with skiffs and fishing gear," Mr. Dontos says.

"In a normal season we expect this extra speed will add to profits more than enough to offset the 15% premium spent for the aluminum boat," he continued.

Mr. Dontos and his partner in Alfab, S. A. Johnson, are veteran commercial fishermen. They are using the first boat themselves in the coming season.

"For the first time fishermen will be able to work Alaskan waters one week and Puget Sound 850 miles away the next without losing a minute's fishing. The aluminum seiner can make the trip over the weekend when commercial fishing is closed," Mr. Johnson said.

The aluminum seiner has a V-12 Cummins 700-hp diesel engine. The boat is equipped with modern deck machinery and nylon nets.

Better living quarters for the seiner's seven-man crew are provided because of an additional three feet in beam made possible through use of aluminum. There are two extra berths and a large galley—even a shower in the foc'sle. Also, the boat is wired for both 110 and 220 volts.

The seiner is 57' overall, 18' wide and 8' deep. It has a draft light of 5½' and when loaded will draw only about 7½'.

The hull is all-welded. Aluminum used is ¼" shell plating and 3/1 plate for bulkheads and other hig stress areas. Tubular mast and boo are also of aluminum.

Additional weight was saved in t deckhouse by employing a ship-bui ing principle called "Snap-Lock," cently developed by the Reynol product development division. This lows superstructures to be made simp by snapping a series of aluminum e trusions into each other so tightly is unnecessary to weld or rivet t joints.

"Snap-Lock construction also mov the center of gravity to the stern ma ing the seiner more seaworthy," M Johnson said.

"In recent years aluminum has be rapidly winning acceptance in t smaller commercial fishing craft i dustry. There are a few 32' gillnette now in operation and many skiffs. O seiner is served by a 17' aluminu skiff.

Asian Summer Albacore Run Best in Years

Summer Albacore fishing duri the early part of the season off t coast of Japan had been showing be ter than in the same periods of t three previous years, according to i ports at presstime of this issue.

The fish generally were sma which is counted as an advance in cation of a large catch. Bait fish also abundant, which helps in mai taining a full fishery.

Skipjack run also was reported developing favorably.

WORTHINGTON FISHING INDUSTRY REFRIGERATION
VESSELS — PLANTS
ENGINEERED TO YOUR REQUIREMENTS
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HIGHLINE CORNER

Ideas, Devices, Methods Fishermen Find Profitable

NEW VENTURE

One-Man Sea Water Refrigerated Floating Fish Receiving Station

Norman Holm, who makes a busi-ess out of thinking-up and applying ew angles in Southeast Alaska fish-g, has a one-man floating refriger-ed receiving station on duty in the ortland Canal area this summer.

After the salmon season is over, *ew Venture*—that's the craft's name —will shift over to the duty of re-eiving and holding live crabs in the shing area; but that's another story.

Mr. Holm had the scow, and this ason fitted it with power, refriger-ion, a chilled sea water fish tank, nd quarters for one man.

One man can handle it, because *ew Venture* was engineered for auto-ation, you might say. Power is a Ford esel engine driving a 15-hp. Vilter mpressor with a sea water chiller at exchanger installed in the fish nk. Refrigeration planning and in-allation was by W. E. Stone & Co.

Power take-offs from the diesel ive a Fairbanks-Morse sea water rculation pump, which will be used r live tank circulation when she's orking crabs; the Vickers hydraulic system which powers the scow's elevator.

● Now what about the tank?

Well, that's one of the new features of *New Venture*.

It will hold 100,000 lbs. of salmon in chilled sea water refrigeration at 30° or a bit less.

Construction is exceptional. Mr. Holm got U.S. Plywood Co. to produce some special panels for him. These are marine plywood, of course, and are 20′ long—that's right, 20 *feet* —and 7′ high, all one piece. Thickness is 1½″. The 20 by 7′ panels permit building the tank with vertical joints only at the corners. The tank is supported in a steel frame on the scow's deck. The bottom slopes down 2′ to the bow so the fish will feed to the automatic elevator located there.

Interior of the tank is protected by glass fiber cloth and plastic, giving a smooth, impervious finish for sanitation, and also for strength.

● *New Venture* is an integral part of Holm operation, which serves a group of cannery operators in the Portland Canal area. Beside the floating receiving station, the Holm fleet includes *Neptune* and *Otter*, both refrigerated sea water tender, and the *Rio d'Oro*, which carries her fish in ice.

ock and Reel For Bristol Bay—Reno Seeman's glass fiber-reinforced plastic llnetter is fishing Bristol Bay this summer with a Marco gillnet power ock, supplemented by a Marco gillnet reel, both hydraulic drive. The el will be used when fishing is slack and there's time to pick the fish. he boat was built by Skagit Plastic and is driven by an Interceptor V-8.

Monofilament Gillnet Effective on Skipjack

Encouraging demonstration of effectiveness of monofilament nylon gillnet on Skipjack tuna is reported from the U. S. Bureau of Commercial Fisheries laboratory in Honolulu.

Using a gillnet composed in equal parts of uncolored monofilament nylon and of conventional green-dyed multifilament nylon, the research vessel *Charles H. Gilbert* took 326 Skipjack, 321 *in the monofilament portion of the net.*

Richard Shomura, biologist in charge of the tests, said that the monofilament net, viewed through the vessel's underwater observation ports, was almost invisible to human eyes. Fishing method was to check a school of Skipjack with live bait, set the net in the vicinity, and then induce "feeding frenzy" with live bait.

The net was hauled with a Puretic power block, the fish being carried through the block with the net without damage.

LINES and LEADERS

Perkins Marine Diesel engine representative **Tom Parish,** left, discusses the engines with Northwest marine dealers at a recent dealer sales and service school at N C Marine, Seattle. Taking notes are, from left, front row: **Dave Simpson,** sales manager and **T. Ronnel,** office manager for White Diesel Engines, Vancouver; and **William Russell,** N C Marine salesman. Back row, from left: **Jack Lapp,** Northwest field representative for Chrysler Marine and Industrial Engines; **Jules Peterson,** Marine Sales & Equipment, Bellingham; **Luke Zankich,** N C Marine's Chrysler products sales manager; **Herb Smith,** Gig Harbor Marina; **Paul Salmon,** N C Marine manager; and **R. A. Withel** and **Lloyd Gilbert,** parts and accessories division managers, Alberta Zone and B. C. Zone, respectively, for Chrysler Corporation of Canada.

N C Marine Hosts Perkins Diesel Engine Sales School

Manufacturer and dealer representatives for Perkins Marine Diesel engines met recently in Seattle for a three-day dealer sales and service school at N C Marine offices on Lake Union. The Perkins line of diesel engines, in a 40- to 140-horsepower range, are distributed through the Marine and Industrial Engine Division of Chrysler Corporation.

Perkins factory representative Tom Parish, from Peterborough, England, discussed performance and service aspects of the engines with the attending dealers, who represented marine sales outlets from Puget Sound, Vancouver, B. C., and Alberta, Canada.

C. H. Baker of the Warner Gear Division of Borg-Warner Corp., Muncie, Ind., explained his company's complete line of marine reverse and reduction gears to the visiting dealers.

Waukesha Advances F. C. Schu to Vice President for Sales

F. C. Schulze, widely known to m fishermen as general sales manager Waukesha Motor Co. since 1949, in J was advanced to the position of v president of the company, in charge sales.

In his extended responsibility Schulze will direct and coordinate Wa kesha sales throughout the United Sta and in other countries. He has been as ciated with the company since 1928, a has the benefit of years of practi experience in major divisions of t Waukesha company's activities, from ma ufacturing, through purchasing, pla maintenance and sales, which he n directs.

Mr. Schulze's promotion was a nounced in Waukesha, Wis., June 1 C. E. Nelson, president of the compa with whom he recently visited the Paci Northwest in connection with the co missioning of a large number of Bris Bay gillnet boats powered with Waukes diesels. (See **Pacific Fisherman,** Apr 1961, Page 16.)

Sales
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NC MARINE

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MARINE ENGINES
95 to 275 H.P.

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SANTA HELENA

Top Tunaboat of 1960

ere is what Frank Gargas, skipper of the Santa Helena, says out Momoi tuna netting:

"I used a Momoi net on my former boat, and I know from experience that Momoi makes excellent quality synthetic webbing. With our Momoi net, we got all our netted fish into the boat. Also, I know other fishermen who use Momoi nets, and they have the same good luck I've had.
"On the Santa Helena I'm using 500 fathoms by 35 fathoms of Momoi high-tenacity Nylon N. 42 4¼-inch tuna webbing".

omoi tuna net is made with Nylon filament produced by OYO RAYON CO., Osaka, Japan.

MOMOI FISH NET MFG. CO.
Ako, Hyogo, Japan

MOMOI CO., INC.
1596 Judson St., Long Beach 13, California

TRILOCK

says Capt. Anton Misetich, master of the tuna seiner Paramount

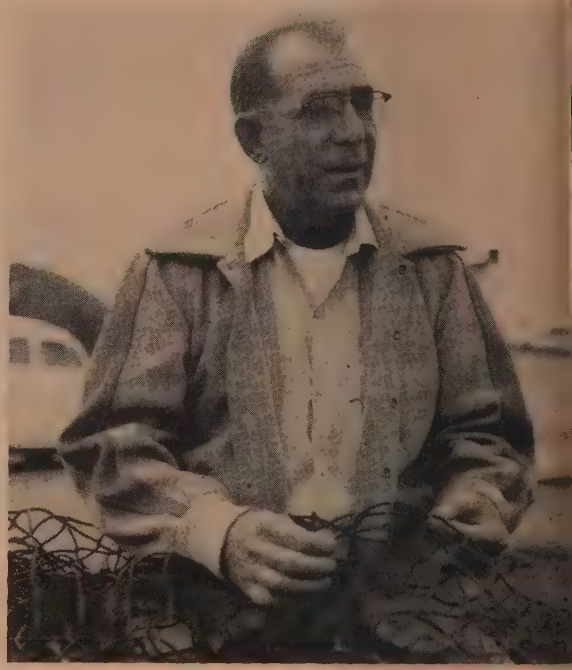
"My present net is part TRILOCK and part conventional knotted nylon webbing" says Capt. Misetich, "so I've compared the two kinds. I've decided to replace my conventional webbing with TRILOCK.

"No doubt about it, TRILOCK is stronger. No matter which way the pull comes, the meshes hold better. We came through our last trip without a tear. I find TRILOCK has better dip retention too.

"THE TRILOCK net works better—no friction. It's light weight, works better in the equipment. Porpoise do not seem to get tangled up in it, but roll freely. We had less shark problem with our TRILOCK.

"The biggest cut we've made with our TRILOCK webbing was around 65 tons or more, but we could have made much bigger cuts if we had needed to, without fear of losing the fish.

"I think we'll fish faster and easier with TRILOCK. To me, that means lower costs and bigger profits. That's why I'm replacing with TRILOCK".



Year after year, Capt. Anton Misetich has been amo the leading fishermen in the San Pedro tuna flee most of the time top man, bringing in more tons tuna than any other seine skipper in the fleet. He w the first tuna fisherman to use a complete nyl seine (on his vessel the ANTHONY M.). A fisherm all his life, he has successfully fished sardines a mackerel as well as tuna.

U. S. NET & TWI

16th and Judson Sts., Long Beach 13, Calif.

Distributors: Stewart's Supplies, Box 1185, San Pedro, Calif., Terminal 3-2603
Pacific Marine Supply, 4420 14th N. W., Seattle 7, Washington, S

is my choice"

he PARAMOUNT—one of the finest fishing vessels oat. All steel, 132 ft long, capacity approximately 0 tons of frozen tuna. Powered by a 1200-hp 8-cyl. percharged Superior diesel engine, she carries the ost modern fishing equipment—Puretic power block, orthern dragger winch, all navigational aids. She s converted by Larson Boat Works, Terminal and, in 1959.

CO.

Emlock 7-0611 (Long Beach)

TRILOCK is a new, different type of fish netting . . . made by a special process . . . manufactured exclusively by U.S. Net & Twine Co.

TRILOCK's new type construction eliminates the chafing and weakness inherent in conventional knotted webbing. TRILOCK holds the dip longer. It is smoother, lighter weight in ratio to strength.

TRILOCK is made for all types of fisheries such as anchovies, menhaden, shrimp and salmon as well as tuna. It is made from E. I. DuPont de Nemours & Co.'s high-tenacity multi-filament all-nylon yarn.

With TRILOCK you'll catch fish faster, easier, for lower operating costs and bigger profits. Get the details today! Call the factory, or the distributor nearest you. An experienced, competent expert is ready to serve you.
(TRILOCK is a registered trade mark).

Breast-O'-Chicken's New Tuna Complex

continued from page 13

Across the room from the retorts, a conveyor belt travels the length of the battery of conveyors, and cans are guided into retort baskets conveniently placed facing the retorts. Filled baskets are wheeled into the retorts in a second or two.

There are 16 retorts of various makes, including six new ones built by Standard Iron Works of San Diego. All retorts are equipped with Foxboro instruments to indicate temperatures and pressures on the second cook.

After retorting, the loaded baskets are wheeled to three basket dumpers built by Five Point Engineering. These devices pick up the baskets, raise them and invert them, depositing the cans into an unscrambler from which they are picked up by elevator conveyors and lifted to the labeling machines on the floor above.

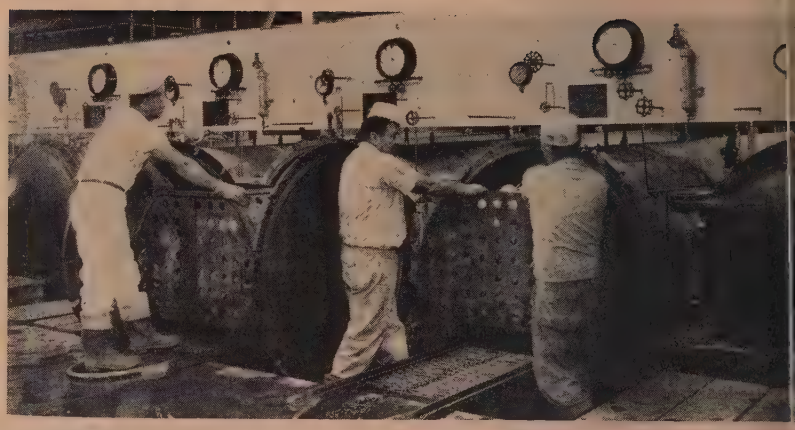
Reynolds aluminum foil labels are affixed on two Standard-Knapp labelers using Arabol glues. A third Burt labeler is used for Purr catfood mostly. Labeling upstairs has the effect of saving critical floor space on the main floor without interrupting straight-line flow. After labeling, cans are again conveyed to the main floor, moving by gravity lines directly to the casing machines.

There are two Standard-Knapp casers, one for 48 halves in a case, and one for 24 halves; and two Burt machines, one for 48 ¼-lb. cans and one for 48 halves. Cases are closed by one Standard-Knapp sealer and one ABC saler made by ABC Packaging Machines Co. of Quincy, Ill. These machines are all located downstairs in the area between the retort basket dumpers and the warehouse. Sealed cases move on to the warehouse to await shipping to markets. Cartons are Weyerhaeuser Quad-Lok, made Colton, Calif.

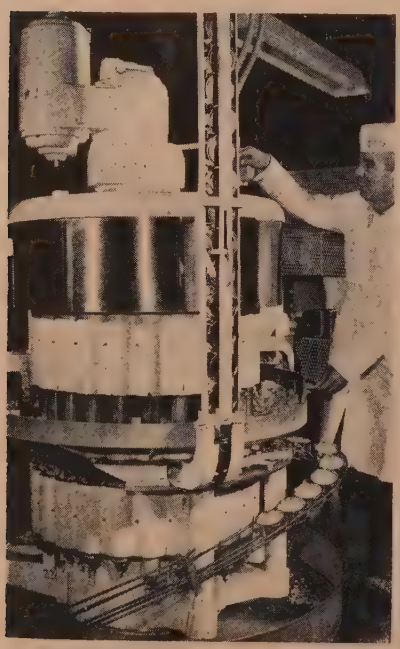
While the main flow of productio is in a straight uninterrupted line, the are extra equipment units outside t line to add flexibility. Thus there an extra de-palletizer upstairs, and special labeling machine downstai which is frequently used on 4-lb. ar 1-lb. cans, which are handled man ally more than the big-productio items.

Meal, Oil, Solubles Division

● Fully integrated, Breast-O'-Chicke processes its own meal, oil and sol

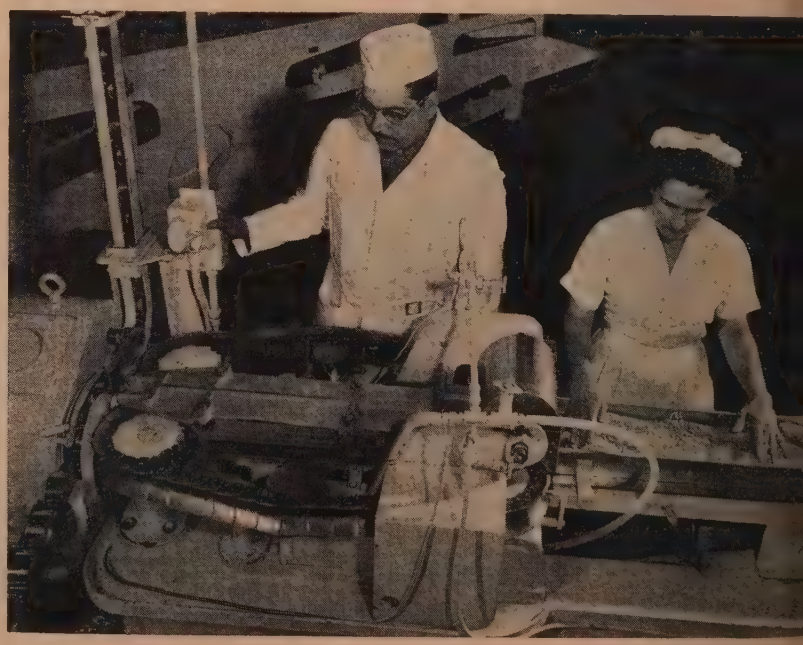


Processing Retorts are equipped with full instrumentation for time a temperature regulation and recording to guarantee sterilization of Breast-(Chicken Tuna.



Chunk-Style Tuna is filled in cans on this Pak-Former, one of six in the new Breast-O-Chicken plant. With a chunk and a solid-pack machine for each line, styles of pack may be switched in a few moments.

Carruthers Pak-Shaper, solid-pack filling machine, of which there are s in the new Westgate Breast-O'-Chicken Tuna cannery.



s in a separate but adjacent plant.

Solubles are handled in three huge rtical evaporators made by Standard el Corporation of Los Angeles. ese big tanks are stainless clad, with inless tubes. Outside the buildings a sizable tank farm, containing solu- s ready for shipment, and reagents d in plant processes.

For meal production, offal from the nery is stored in special tanks to ualize the flow of production, then ssed through presses made by Cali- nia Press Manufacturing Co. of n Francisco. To ease the load on presses, a Bird Machine Co. mill used, the liquor being routed to the ubles equipment and the solids to dryers for meal. The dried meal sses through a Rietz disintegrator de by Progress Machinery Co., San ncisco, and is blown overhead to sacking machines. Buffalo Forge pumps are used to move the meal o the dryers.

Typical of the special measures en for greater efficiency is the de- of locating the pumps that move al into the dryers. Instead of being ced in the ducts, the pumps are unted just outside them, so that the al is blown through without coming contact with the pumps. Meal is asive, and keeping it away from the nps saves wear on expensive parts.

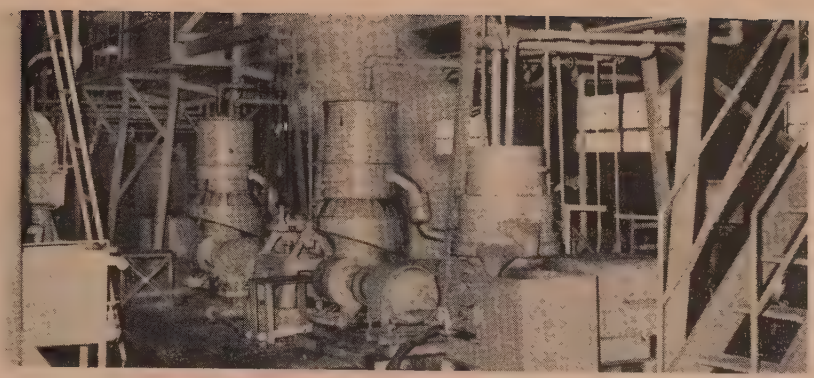
Oil is extracted by two DeLaval arators, one DeLaval polisher and A T & M Co. centrifuge.

The boiler room another example plant cleanliness — contains four lers with a total capacity of more n 1000 hp, and plans call for add- 300 hp more. Units are one 500-hp ion Iron Works (Pittsburgh, Pa.) ler, one 500-hp Erie City (Erie,), one Babcock & Wilcox 250-hp, one Puget Sound 300-hp. Two eler Co. (Williamsport, Pa.) boilers to be added. The system is gas- d with oil standby.

od Family, Commercial Clan

Breast-O'-Chicken Tuna is the chief mber of a growing family of foods; the family itself is a part of a ger industrial clan which includes United State National Bank of Diego with 24 branches in four nties; the Los Altos Shopping Cen- in Long Beach, Calif., and other estate developments; and the San go Padres professional ball team, ch plays its home games in West- e Park.

The food family gained an impor-



By-Products Plant utilizes all inedible portions of the tuna to produce technical fish oil, high-protein meal and fish solubles for animal nutrition. Here are the centrifuges where the oil is separated and polished.

tant member in 1960 when Westgate acquired Girard's salad dressings and salad oils. This old-established firm had its headquarters in San Rafael, Calif., but has been moved to San Diego, where it occupies a new facility specially built by Westgate to meet the specialized purposes of the Girard division. Westgate also has added to its family Gifford Olive Co., another well-known factor in California food production. For years Westgate has packed Purr tuna cat food, which the company believes is the first cat food to be produced from the red meat of tuna.

Keyed into the Westgate complex as an essential unit is the technological laboratory, newly built, and charged with product quality control to the company's exacting standards, as well as with responsibility for experimentation and research. Roland Finch is laboratory director.

It would surprise nobody if Westgate-California were to bring in other foods into the family. Management is convinced that in today's fast-moving food business it is more profitable and economical to market a diversified line than one item, or even one class of items.

● Another important member of the family, closely related to Breast-O'-Chicken Tuna, is National Marine Terminal, which operates the fleet of tunaboats fishing for the B-O-C cannery, and all the facilities connected with fleet operations. At this writing, NMT has 14 vessels fishing out of San Diego and nine clippers based in Paita, Peru, beside the big refrigerated freighters mentioned before. In Paita are the Westgate affiliates Frigorificos Paita, S.A., and Norpac, which between them operate a small cannery, a freezing plant, meal plant and fresh fish handling facility.

Quality Control and technological experimentation are the primary functions of the Breast-O'-Chicken laboratory. Here Roland Finch, director, checks a report.

Her fine performance no mystery to the Hansens

— *she's powered by a 21000 Diesel*

Capts. Don and Dick Hansen operate the Harold Hansen Boat Company, Seattle, Washington. In addition, both are experienced and active fishing boat skippers.

When you design a ship, have a hand in building her, and then become her skipper, you have a fair idea what makes her tick. Capt. Don Hansen *knows,* and can justify his choice of engines for the *Mystery Maid.*

"The Allis-Chalmers 21000 diesel provides plenty of power for fast maneuvering. This really comes in handy for quick starts and sudden stops in purse seine fishing.

"The 21000 has several other features which we like. For one thing, the hemospherical combustion chamber, combined with Allis-Chalmers' own fuel injectors, provides better fuel turbulence. And more important, the engine is smaller and lighter than most engines of this horsepower rating. This makes it ideal for the 'Mystery Maid' which is slightly smaller than the usual 'Alaska Limit' type boat."

Your Allis-Chalmers dealer can show you why the "Thousand Series" diesels are best for *your* marine applications, too. Why not contact him soon? Allis-Chalmers, Milwaukee 1, Wisconsin.

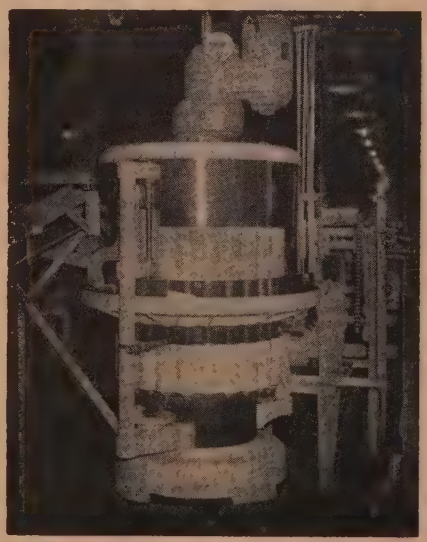
The 21000 diesel, turni
a 50 x 39 3-blade wh
through a 4:15 to 1 h
draulic reduction ge
sent the 54-ft "Myste
Maid" over the measur
mile at a speed of 9
(at 1700 rpm).

BM-

ALLIS-CHALMERS

POWER FOR A GROWING WORLD

The PAK-FORMER



Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 140 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

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lumbia River Whaling siness Picking Up

Vith three whales taken to press-, the Columbia River whaling ness was really getting into its le.

Operations combine the hunting killing of whales by Eben and nk Parker, using their converted vler *Tom and Al;* and the process- and marketing by Bioproducts, ., Warrenton, Ore.

This latter specialty reduction and ogical product business is headed Rochard T. Carruthers. It prepares le meat for feeding pets and fur nals; renders oil from the blub- and derives various specialty and rmaceutical products.

n Diego Invites orld Tuna Meeting

The world conference on tuna bi-gy to be held by the Food and iculture Organization of the United ions next year has been invited meet in San Diego, Calif. The tation, extended by agencies of Federal Government, has been nusiastically seconded by the Cali-nia tuna industry, the California ngressional delegation, and Gov. nund Brown.

The meeting will confine its studies una biology, but will include discussion of stocks and potential yields of the various commercially important tuna species. Later on, another world meeting taking up the economics and technology of tuna fishing may be held.

Dean Kayler, Man Of Courage, Dies

Dean C. Kayler, whose mature life had been spent in the fish business of Petersburg, Alaska, and Seattle; and in a long, courageous struggle with arthritis and heart disease, died in Seattle, July 7 at the age of 54.

A native of Idaho, he went to Southeast Alaska as a young man and established himself as a fish buyer and packer, doing business as The Kayler Co. Subsequently this became the Kayler-Dahl Fish Co., with Mr. Kayler and Chris Dahl as partners.

Mr. Kayler moved to Seattle in 1941 when the firm established a Puget Sound operation. A few years ago, with the deterioration of his health and following a severe heart attack, Mr. Kayler disposed of his interest in Kayler-Dahl to his partner.

Recently he had been operating Swiftsure Fisheries as a small sales company, for he was a man to keep working despite his crippled condition and constant suffering. He was a businessman of the highest courage.

Pacific Coast Oyster Growers Meet Aug. 25-6

Pacific Coast Oyster Growers Association will hold its annual meeting at the Mayflower Hotel, Seattle, Aug. 25-26.

The first general session of the convention on the afternoon of Aug. 25 will be devoted to the problems and prospects of the oyster industry. This will be followed on the morning of Aug. 26 by a scientific session.

The association is seeking increased attendance from growers, openers, processors and allied interests outside its regular membership; and is making special inducements to encourage attendance of those interested. Details regarding such attendance or other matters related to the convention can be secured from Charles R. Pollock, executive secretary, 66 Marion St., Seattle; telephone MAin 3-0102.

Mrs. G. C. Van Camp Dies

The entire California tuna industry, and many other segments of the community besides, were extending their sincere sympathy last month to Gilbert C. Van Camp, chairman of the board of Van Camp Sea Food Co., on the sudden death of Mrs. Van Camp.

Mrs. Van Camp apparently suffered a heart attack while on a visit to the Van Camp ranch.

noring Pacific Fisherman's publisher, the Japan nery Society gave a dinner in Tokyo in June for and Mrs. **William B. Freeman,** president of Miller eman Publications. In this picture, taken on that asion, are: front row, from the left—**Masao Onishi,** naging director, Taiyo Gyogy K.K.; **Tatsunosuke kasaki,** president of the Society, former cabinet min-r; Mr. Freeman; **Arnie J. Suomela,** fisheries attache, . Embassy, Tokyo; **Koichiro Kobayashi,** president, chiro Gyogyo K.K.; **Kenjiro Nishamura,** director, Fishery Agency of Japan.

Rear row, from the left: **Noboru Nishikawa,** chief of foreign trade department, Nippon Suisan K. K.; **Kenji Sakai,** Japan representative of Miller Freeman Publications; **Seiichi Terada,** president, Six Main Cities Fish Wholesalers Association; **Shuichi (George) Mizota,** advisor, Taiyo Gyogyo; **Isamu Ikesaki,** Nichiro managing director; **Seiichiro Ishii,** managing director, Japan Fishery Society; **Kenzo Sanada,** managing director, Nippon Suisan K.K.; **Seizo Takeda,** chief of production department, Japan Fishery Agency.

F. Kemper Freeman Joins New England's Directors

F. Kemper Freeman, president of Bellevue Properties, Bellevue, Wash., and second son of the late Miller Freeman, founder of *Pacific Fisherman,* in June was chosen a director of New England Fish Co.

Other directors of the company are: Frank T. Barrett and David F. Choate Jr., Massachusetts; Malachi P. Kenney, New York; Dr. William L. Rogers, San Francisco; Harry R. Beard, Oscar Bergseth, Jay S. Gage, Douglas W. Hager, R. Bruce Hill, Loren A. Petersen, Sydney M. Rosenberg, Harold E. Roslund and Harald Synnestvedt, all of Seattle.

Mr. Rosenberg is president; Mr. Petersen, executive vice president and treasurer; Mr. Gage and Mr. Hager, vice presidents; Mr. Hill, secretary-treasurer, and Mr. Roslund, assistant secretary.

F. E. Booth Company Moving To Larger Quarters in S.F.

The F. E. Booth Company, pioneer San Francisco fishery house, has purchased a new combination office and warehouse building adjacent to its Islais Creek cannery in San Francisco and will be transferring its offices to the new location soon.

According to Arthur Mendonca, company head, the new quarters will provide much needed warehouse space and additional facilities for the Booth offices.

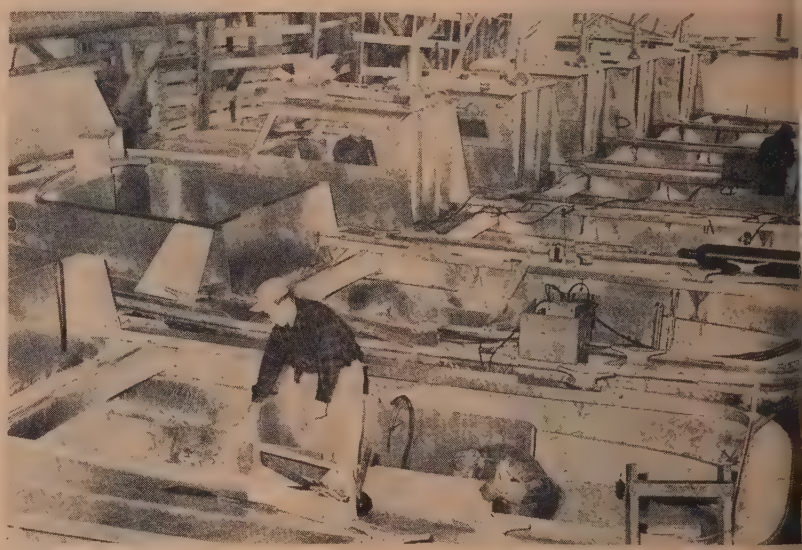
The company has had its headquarters in downtown San Francisco for many years and the move will give the company room to provide better service for its customers.

Stern Family 60 Years In Can Business

This year is the 60th anniversary of the Stern family in the can manufacturing business. This history began with Hyman Stern arriving in this country at the age of twenty-one. In 1901, sixty years ago, Hyman Stern opened his own shop in Boston and began to make cans. When his three sons completed college they joined their father, and the family business grew into the largest independent can manufacturer in New England, the Stern Can Company.

Today, the company is mana by Hyman Stern's three sons—Har president; David, general mana treasurer; Solomon, vice presiden and three grandsons, Stuart, Har Weiss and Sidney complete the pres management.

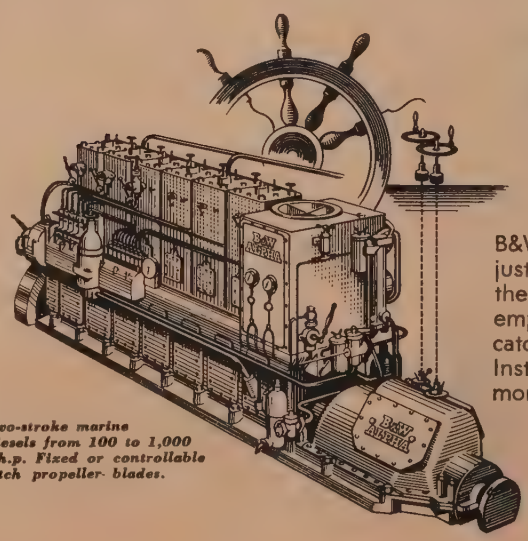
Before he died in 1956 at the a of eighty-five, Hyman Stern saw th generations of his family in the bu ness he started in a small shop. T day, it is a modern plant, manufact ing cans for industry, and the Ste family celebrates its 60th anniversa



Aluminum Gillnetters, building in British Columbia for service in Alaska These eight aluminum boats are under construction in the Matsumoto Shi Yard at Dollarton, B. C., a few miles north of Vancouver. The yard's 196 output of aluminum boats is reported to be three times this number. You' see the fleet on Bristol Bay, come June.

TRAWLERS • TUGS • COASTERS ...

FOR FISHING BOATS



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B&W Alpha

B&W ALPHA Diesels carry their own built-in maintenance; just a routine trip down to check fuel and lubrication, and the rest of the time every man on board can be usefully employed in the business of getting there, making the catch, and getting home again.
Install a B&W ALPHA Diesel this time . . . and get more time for the business of making money.

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OOD FISH
IARKETING
ction of PACIFIC FISHERMAN —

News and Views of National Trade in Fish and Shellfish

August 1961

ANNED SALMON
upply Picture Emerging

Vorld canned salmon supply pic- for 1961-62 was beginning to rge as this issue of *Pacific Fish-an* went to press. The image was ng shape, and in the case of Red ion was already quite distinct.

Iain strokes in other colors had been finished, but the preliminary ch lines gave hints as to what nt be expected.

uyers and sellers alike kept their on the major factors in North erican Red salmon selling, alert the opening price.

Vhat is evident? And what is in-ted, as the industry moves into ust?

eds—Supplies here are certain to dequate. While the Japanese pack ot yet known numerically, there be no doubt that it was *good.* tol Bay produced somewhat more his species than in 1960. The fish were large, first-class in quality, handled in an orderly manner with improved equipment, refrigeration, and organization which should be reflected in overall high grading. Early decline of the heavy run on Bristol Bay permitted the packing of a moderate quantity of halves; but the canning of quarters, forecast by some machine installations, apparently did not develop any significant volume in Alaska.

Sockeyes — The same species as Reds, of course, but falling into a different category marketwise. Pack on the Copper River, 46,000 full cases, was the best since 1956, but this volume won't make the market. Early season reports from British Columbia generally ran almost exactly in line with 1956 to even dates; and better than any year since at closest comparable periods. Puget Sound and Fraser River prospects were good to the end of July, with the Quesnel fish, expected to be the mainstay of the 1961 run, just making their appearance. Pre-season forecasts were being raised cautiously.

Pinks—Presstime came too early to permit reporting anything beyond the earliest indications. Put it this way: to the first of August the North American production of Pinks was disappointing everywhere except the northern portion of Southeast Alaska, where it was *good,* with the fish running large, in the neighborhood of 18 per case. However, this issue closed with it still possible for the Pink picture to take on stronger tones . . . Japan's high seas Pink pack is believed to be light, but there was some carryover on hand from 1960. Sellers were talking about allocations and manifesting a heady disposition.

Chums—True summer Chums are sure to be short in the North American market, but at presstime it was still too early to proclaim scarcity. Alaska's production of Chums to time of writing was 5/9 that of the year previous, although not far out of line with the five-year average. In Canada it was well below the pack to comparable dates in any year since 1956. Volume-wise of course the major portion of the Chum pack is still to be put up, and it will be that yet-to-come majority which will make the market.

C. Packers Optimistic for 1961 Despite 1960 Decline

lthough sales and operating rev-e of British Columbia Packers, ,, totaled $48,095,298 last year, rating profit was only $445,899, pared with $746,966 the previous when sales were reported at ,325,305.

This earning was not sufficient in of the sales volume, the risk un-aken and the investment re-ed," stated John M. Buchanan, rman and president, in the annual rt of the big Canadian company ering the period ending March 31. Ir. Buchanan points out that the % reduction in sales was a direct lt of the lower production of ned salmon and of fish oil and fish l products, although continued wth of seafoods other than canned ion was a favorable factor. Sales of marine meals and oils were down 58%, chiefly due to the herring industry's shutdown and inactivity in whaling, which continues this year.

Mr. Buchanan makes the observation that production forecasts are unavoidably subject to error, as was the case in 1960 when the company predicted higher salmon returns than in 1959, whereas the season's pack was actually the smallest in 40 years, resulting in strong inflationary tendencies on the direct cost of fish and all per case operating costs.

"At the risk of repeating an error in forecasting," states Mr. Buchanan, "it is confidently expected that the 1961 salmon catch will show a substantial improvement over 1960, an opinion considerably strengthened by completion of fish price and employee contracts prior to the season opening."

The British Columbia industry, according to Mr. Buchanan, commences the 1961 season with unusually small inventories of canned salmon, but competitive supply sources such as Japan and Russia have abundant supplies and it is expected that the Alaskan operations will produce a larger pack.

Furthermore, Mr. Buchanan points out, high sales prices resulting from small packs and high costs in 1959 and 1960 have depressed consumption in Canada and the United Kingdom, the two principal markets for canned salmon. It is expected that an improved production outlook in B.C. this year, plus the other factors mentioned will bring about a general reduction in canned salmon prices in the 1961-62 marketing year.

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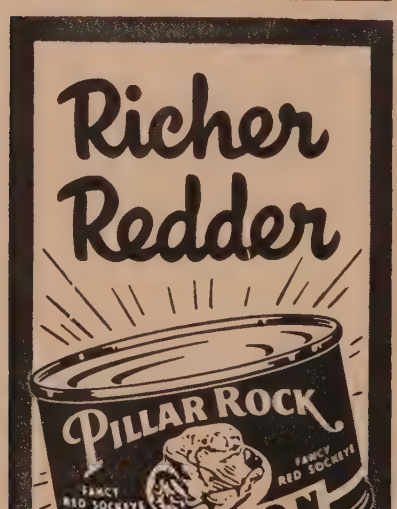

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Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers ★ Packers ★ Distributors
Canned ★ Fresh ★ Frozen ★ Seafoods

What's to Blame for Dip In Canada's Salmon Use?

"Conflict in Industry"—Hyland

• Concern over the decline in canned salmon consumption in the Canadian domestic market was expressed by J. Norman Hyland, vice president, sales, B. C. Packers, Ltd., when he addressed the Natural Resources Conference in Victoria, B. C., recently.

"The canned salmon division of the industry has always depended to a large extent on export markets," said Mr. Hyland. "Pre-war, this dependence was as large as 60 to 65% of each year's pack. This dependence has been reduced in recent years to a ratio which is closer to 50% domestic and 50% export.

"During the postwar period up to 1958, export markets for canned salmon were quite uncertain and during that period the Canadian consumption of canned salmon was built up to a peak of 935,000 cases in 1953-54. This expanding domestic market provided a valuable sales outlet in the difficult years following World War II. During the past two years, however, Canada has been consuming canned salmon at the greatly reduced rate of slightly over 700,000 cases a year.

"This is not a healthy market position for canned salmon. Increased production and increased sales at price levels which are lower and more competitive with other foods would better serve the long-range interests of everyone in the industry.

Mr. Hyland pointed out that periodic problems in marketing have been eventually solved without major injury to the industry, which has been relatively free of formidable tariff barriers.

"Provided we aren't handicapped by a cost structure greatly in excess of that of our competitors, we are confident that we can continue to command a share of the market. We seek no subsidies, protective tariffs or government marketing aid of any description."

But why doesn't the industry make greater progress towards realizing its great potential? Why is there so much conflict within the industry?

Mr. Hyland put these question himself and answered them.

"The false philosophy that the terest of fishermen and plant work is incompatible or in direct conf with the interest of processors marketers of fish products constit the greatest obstacle in the road t fully developed and prosperous dustry," he said.

"Until all elements within the dustry recognize their fundamer common interest and also recogn that the surest method of improv the economic welfare of everyone the industry is to improve and devel the economic health of the indus itself, full utilization of the resou will be seriously handicapped.

"This record of internal conf within the industry has resulted in sorriest record of lost production any of our natural resour industries."

Tom Parkin, representing t United Fishermen and Allied Wo ers Union, attended the session a criticized the conference for not cluding a union fisherman in the fi eries panel. He said that Mr. Hylan while presenting a valuable paper, h told only one side of the story.

NFI Promotion Committee Holds Seattle Meeting

Meeting of the advertising and pr motion committee of the Nation Fisheries Institute was held in Seat late in June with F. M. Bundy, cha man, and seven members of the gro attending. They decided upon the p tern of the overall promotional op ations of the fishing industry as cha neled through NFI and coveri the next months of operation. To amount involved approximates $30 000.

Beside Mr. Bundy of Glouceste attending were: Robert Gruber, Cle land; Arthur Frohman, Chicag George Olson, Boston; Harold Luth Jersey City; Robert Erkins, Bu Idaho; Kenneth Kuehn, Milwauke John Martin, San Francisco.

n-Alaska King Crab nt at Redmond, Wash.

acking of canned and packaged en King crab meat by Pan-Alaska eries, Inc., is being centered at mond, Wash., in a new plant due pen late this summer to handle g crab meat frozen in Alaskan rs by the company's motor vessel *cator*.

he refrigeration capacity of *Mer-r* was approximately tripled by installation of two new Vilter pressors and a second Dole plate zer before she left for the North une on her second 1961 trip.

Villiam A. Ritter, president of Pan-ka Fisheries, says that with the ning of the Redmond plant the pany's shore packing operations Homer and Ouzinkie, Alaska, will uspended.

rabs will be processed aboard *cator*, the tendon-free crab meat g frozen aboardship in blocks for her processing at Redmond into or consumer packages of frozen meat.

Southern California Tuna Receipts

Cumulative through July 15 for each year, as reported by the U. S. Market News Service. Data in this table include imports as well as domestic deliveries, and are stated in tons of 2,000 lbs.

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito	Total
San Pedro	8,051	647	8,467	72,457	1,262	90,884
San Diego	1,215	...	5,168	12,115	...	18,498
San Francisco	1,732	40	...	4,110	...	5,882
Total, 1961	**10,998**	**687**	**13,635**	**88,682**	**1,262**	**115,264**
Total, 1960	13,586	2,943	17,921	86,845	53	121,348
Total, 1959	9,067	4,508	38,185	72,740	259	124,759

Pacific Coast Imports of Frozen Tuna

Cumulative data through July 15 of each year, stated in tons of 2,000 lbs., as collected by the USBCF Market News Service.

Received	Albacore	Bluefin	Skipjack	Yellowfin	Total
California—					
San Francisco	1,732	40	...	4,110	5,882
San Pedro	6,113	52	1,965	10,279	18,409
San Diego	762		18	1,201	1,981
Calif. Total	**8,607**	**92**	**1,983**	**15,590**	**26,272**
1960 Total	13,119	560	3,925	22,814	40,418
1959 Total	8,254	136	4,313	33,452	46,155
Oregon and Washington					
1961	**3,874**	**188**	...	**1,122**	**5,184**
1960	4,054	112	251	2,333	6,750
1959	1,983			1,263	3,246

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Los Angeles Market

Current canned fish prices from Los Angeles and San Pedro brokers and cannery sales departments, as reported at presstime by the USBCF Market News Service.

Product	$/Case
TUNA (advertised)	
White, fcy., #½	15.00
White, chunk, #½	13.25
White, chunk, #¾ (2 doz.)	9.20
Light, fcy., #½	14.25
Light, chunk, #½	12.40
Light, chk., #¾ (2 doz.)	8.70
Grated, #½	7.50- 7.75
TUNA (Buyers Labels)	
White, fcy., #½	12.00-12.50
White, chunk, #½	10.50-11.00
Light, fcy., #½	10.50-11.00
Light, chunk, #½	9.00- 9.50
Grated, #½	7.00- 7.50
TUNA (Imported, Japanese, in brine)	
White, solid, #½	11.50-11.80
White, solid, #1 (2 doz.)	10.70-11.00
White, solid, #4 (½ doz.)	12.35-12.75
Light, solid, #½	8.90- 9.25
Light, solid, #1 (2 doz.)	8.90- 9.10
Light, solid, #4 (½ doz.)	9.50-10.10
SARDINES	
Tomato, oval, #1	6.00- 6.25
Natural, tall, #1 (2 doz.)	4.50
ANCHOVIES	
Tomato, 5 oz., 100s	6.00
Tomato, oval, #1	7.00- 7.50
MACKEREL	
Pacific, #1, tall	6.00- 6.25
Jack, #1, tall	5.75- 6.00

NOTE—All in cases of 48 cans unless otherwise specified.

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Exports for Europe Must Be Well Packed

Western Europe is in position to buy North American fish once more; has the dollars again and a desire to spend them—but it expects to get good quality, well packed and carefully selected.

This is the report of Borge Kehler, Brussells manager for Vendsyssel & Co. of Copenhagen, who was in Seattle early in June on his way back to Belgium from a trip around the world. In Seattle he spent some days making the rounds of export shippers of frozen and mild cured salmon with Alf Larsen, Vendsyssel's representative on the Pacific Coast.

Mr. Kehler spent some time in Japan, part of it in attendance at the world convention of Rotary International.

Present high prices necessarily limit the European countries' purchases of Pacific fish from the United States and Canada, Mr. Kehler reported; but he seemed to feel that a more serious deterrent at the present time was lack of care in the size selection, discrimination in quality grading, and ineptness in packing. He put it thus:

"When a European pays the high prices he must today for salmon he expects to get what he wants, what he orders. The decline of re-packing mild cure is a case in point. In Europe there are many markets, and almost as many preferences as to size. A size which is right for one market is almost unsalable in another. Careless selection as to size is a serious drawback to a rebuilt export trade with Europe—almost as serious as high prices.

"Europe has money again, and it wants quality again, quality and care of the kind the new generation of Pacific producers doesn't seem to know, after so many years of sellers' markets", said Mr. Kehler earnestly.

British Market Attracts Canned Salmon Sellers

Canned salmon sales executives gave evidence of greater-than-usual interest in the United Kingdom market as the 1961 producing season came to a close. Part of this special interest doubtless was due to the prospect for increased production of Red and Sockeye quarter, most of which must find their market in Britain.

Visitors to Britain from the Pacific Coast this spring included:

Lawrence Dressel, sales manager of Dressel-Collins Fish Co., Seattle, specialists in production of Sockeye quarters, who was in England early in the pre-season period.

Nick Bez, president of P. E. Harris Co. and the Union Fishermen's Co-operative Packing Co., one of the largest individual operators in the United States salmon business, who made his first visit to the United Kingdom in May.

Fred Gosse, president of F. A. Gosse Co., Seattle distributors, who has long maintained a lively interest in export sales to Britain.

Maurice Rattray, head of Anderson & Miskin, Ltd., veteran export house with offices in Vancouver, Seattle and San Francisco, which handles supplies of Canadian and American canned salmon for some of the larg factories in Britain. He returned ab the middle of June, consulting w suppliers in Vancouver and Seattle his way to California.

So. Calif. Domestic Tuna Deliveries

Cumulative totals through July 15 of each year, in tons of 2,000 lbs., as reported by USBCF Market News Service.

Vessel Class	Albacore	Bluefin	Skipjack	Yellowfin	Bonito	T
Clippers	...	...	3,243	7,964	...	1
Jig Boats, etc.	2,370	...	...	...	...	2
Purse Seiners	21	595	5,974	62,430	1,262	70
Transshipments	...	...	2,435	2,698	...	5
Total, 1961	**2,391**	**595**	**11,652**	**73,092**	**1,262**	**88**
Total, 1960	467	2,383	13,996	64,031	53	80
Total, 1959	814	4,372	33,819	39,340	259	78

Catz American Keeps Deep Blue Tuna Brand

Catz American Co., Inc., has ask *Pacific Fisherman* to make it pla that it will continue to distribute "Deep Blue" branch of imported tu in brine.

In addition it has been appoint U. S. distributor for the Mitsui Bu san K.K. "Cherry Star" Brand cann food products, which will inclu canned tuna, for which advertisi programs were under way during t summer in Detroit, Pittsburgh a St. Louis.

Mild Curing to Mid-Year Well Ahead of 1960 Pack

● Despite the poor showing of salmon trolling operations this season, the production of big red Kings suitable for mild curing obviously has been better than in 1960 — which was the worst ever.

With 3,662 tierces split to the end of June—as estimated by two of the closest observers of the mild cure business—the pack was 'way ahead of even date the year before.

In 1960 to mid-year so few fish had been cured that no estimate was published. First figures were out July 31, 1960, when canvass of the producing end of the industry showed 2,749 casks.

This year, one month earlier, the figures were 3,662; BUT in 1959, June 30, quantity packed was abo 4,100 tierces.

In any case, the scarcity of the 19 mild cure led the industry to soundi every source. Alaska was a hand leader, with almost half of the tot production; but California was acti in the field again, with 1,072 tierc estimated.

Yukon River, suddenly brought the front by modification of the Ala ka regulations to permit the more ge eral utilization of the King salmo run, is believed to have accounted f about 500 tierces—a figure which ma have included production from som other rivers falling into Bering Se

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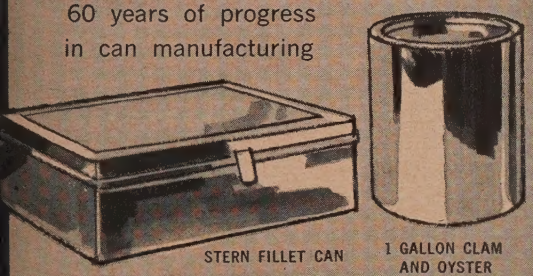

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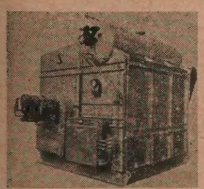

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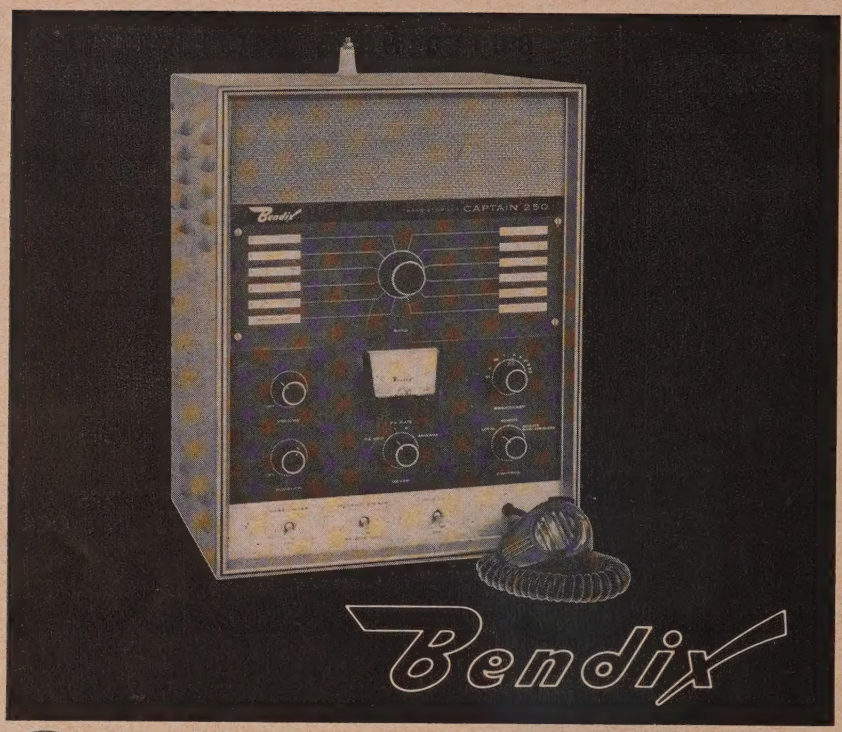

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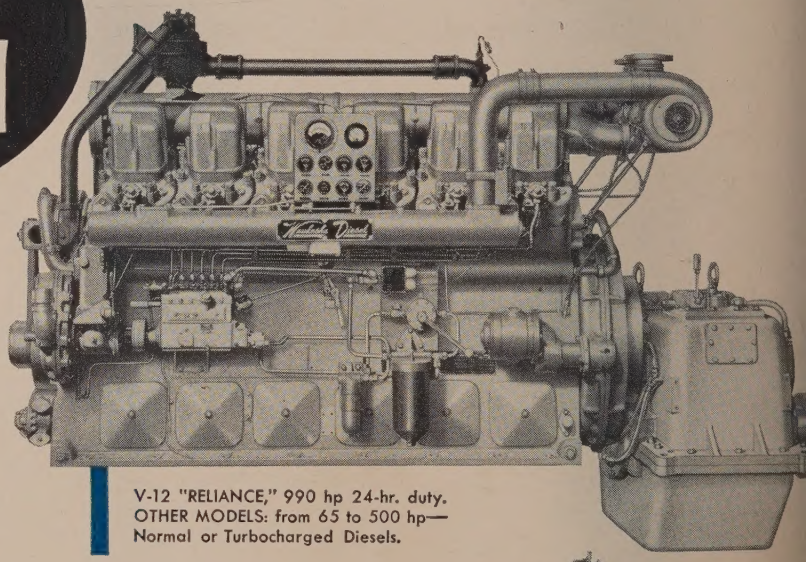

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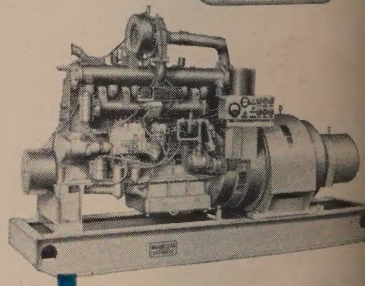

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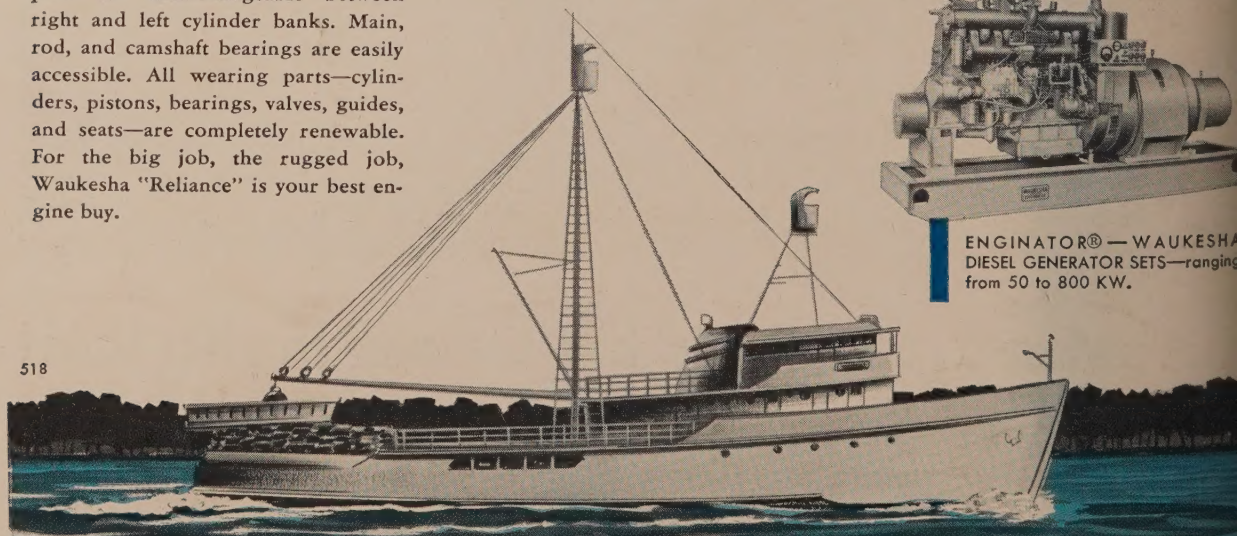

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